

Annual Report | 2013



Annual Report 2013

Presentation



Despite budgetary difficulties and the current context of an economic downturn, 2013 has been a year with a strong impulse towards a more efficient and sustainable mobility. We have managed to approve a new Infrastructure Master Plan, formalize a new Programme Contract with the State and commence a contract award process for the T-Mobility project, as the future system for access by citizens to mobility services. These three basic instruments provide the framework for the management of the resources assigned to public passenger transport.

It has also been necessary to deal with restoring the financial position of public transport – which had accumulated an important debt – through the Metropolitan Pact for Public Transport between the founding administrations of the ATM, which was signed in March 2014.

We have therefore laid the foundations that will let us continue to maintain and improve mobility, so that, aside from the reasonable expectation of a more favourable economic environment in the coming years, the execution of the planned investments and the viability of current and future services are assured.

Public transport is, and will continue to be, one of the essential pillars of the welfare state. And it is for this reason that, as well as an improvement in services and an unwavering commitment to quality, we have to ensure that everyone has access to it. The social fares we have been promoting in recent years are a good example of this. At present, one in every four users of the ATM accesses public transport with some type of discounted ticket or travel pass, in line with our intention that nobody be excluded from the system.

The activity of the ATM, with the support of the policies and actions carried out by each of the administrations in the consortium, contributes clearly to creating a healthier, more sustainable and more social mobility scenario.

Santi Vila i Vicente

*Regional Minister for Territory and Sustainability
Chair of the Metropolitan Transport Authority*



The ATM has continued to develop successfully its instruments for the financing and planning of public transport infrastructures and services in the Barcelona area: the Programme Contract, the Infrastructures Master Plan and the Mobility Master Plan. 2013 has also been a year of continuity in the management of fare integration, technological systems, the tram network, international projection and the rest of the services of the ATM.

But this year two new projects have been especially relevant: on the one hand, the preparation of a plan to restore the finances of the system, which had accumulated a debt of 546 million euros at the end of 2013, and on the other hand, the technological project involving a change in model for the fare system in Catalonia, T-Mobility, a public-private partnership programme currently up for contract using the competitive dialogue procedure.

Demand for the system has stabilized at around 900 million journeys, thanks to the increase in road transport, which has offset the slight decline in rail passengers. The notable increase in the use of discounted travel cards during 2013 validates the social fare strategy that we have been defining in recent years and forces us to continue striving for and improving a policy of discounts that tends to achieve greater social equity.

Thanks to the drive of the administrations and the collaboration of public transport operators, we hope to continue achieving improvements in mobility for the citizens of the Barcelona area.

Josep Anton Grau i Reinés
General Director
Metropolitan Transport Authority

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Note: The annual report in Catalan, Spanish and English and the full audit report can be found at the website www.atm.cat



H | Presentation of the Consortium

The ATM consortium

The Metropolitan Transport Authority (*Autoritat del Transport Metropolità*) – ATM – is the territorial mobility authority for the metropolitan area of Barcelona. Its mission is to offer citizens an accessible, sustainable and safe mobility system, through co-operation among the administrations that belong to the consortium.

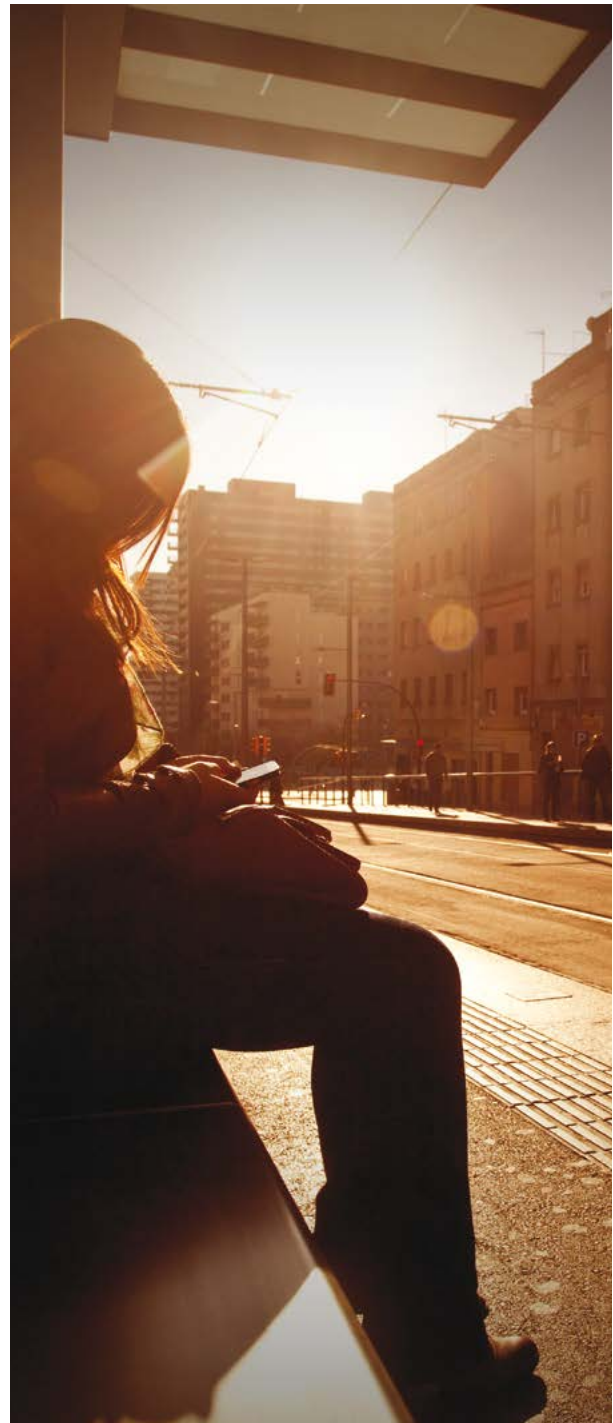
The inherent values of the public administration, namely transparency, responsibility, efficiency and equity, govern the actions of the ATM. The willingness for agreement and collaboration, both among the administrations and with service companies and organizations, mean that dialogue and reaching consensus and agreements are some of the basic management instruments of the ATM.

The ATM's vision is to become an international benchmark in metropolitan mobility management, centred on a city committed to modernity, wellbeing and economic and social progress such as Barcelona.

As established in its Articles of Association, the ATM is a voluntary inter-authority consortium, created in 1997, open to all administrations that own collective public transport services, either individually or through entities that bring them together and represent them, belonging to the area comprising the Alt Penedès, Baix Llobregat, Barcelonès, Garraf, Maresme, Vallès Occidental and Vallès Oriental regions.

The Consortium is made up of the Catalan Government (51 %) and by local authorities (49 %): Barcelona City Council, the Barcelona Metropolitan Area (AMB) and the Group of Towns owning Urban Public Transport services in the Barcelona metropolitan region (AMTU). Representatives of the General State Administration are also present on the governing bodies of the ATM as observers.

The purpose of the ATM is to structure the cooperation between the public authorities responsible for the collective public transports services and infrastructures of the Barcelona area that belong to it and collaboration with other authorities, such as the State Administration, that have financial commitments or are responsible for their own or for or for non-devolved services.



Governing, advisory and consultation bodies

The different bodies and administrations related to collective public transport are represented on the ATM governing, advisory and consultation bodies.

Board of Directors

The Board of Directors is the governing body of the ATM. It consists of eighteen full members – nine representing the Catalan Government, seven representing the member local authorities (Barcelona City Council and Metropolitan Area), two representing the AMTU, and two representing the State Administration as observers.

The composition of the Board of Directors as at 31st December 2013 is as follows:

Chair	Santi Vila i Vicente
First Vice-Chair	Joaquim Forn i Chiariello
Second Vice-Chair	Antoni Poveda i Zapata
Members	Xavier Baiget i Cantons Antonio Balmón Arévalo Isabel de Diego i Levy-Picard Maria Assumpta Farran i Poca Francisco Javier Flores i Garcia Ricard Font i Hereu Josep Mayoral i Antigas Joan Mora i Bosch Pere Padrosa i Pierre Sònia Recasens i Alsina Constantí Serrallonga i Tintoré Lluís Tejedor i Ballesteros Enric Ticó i Buxados Pau Villòria i Sistach Antoni Vives i Tomàs
Observers	Joaquín del Moral Salcedo Dolores Morán Laorden
Secretary	Carme Sardà i Vilardaga
General Director	Josep Anton Grau i Reinés

Executive Committee

The Executive Committee of the Board of Directors is made up of six members, three representing the Catalan Government, two representing the member local authorities and one representing the AMTU.

Its general function is to examine and put to the Board of Directors proposals for planning instruments for the Metropolitan Collective Public Transport System, financing agreements and service contracts with authorities and operators, the fare system and annual budgets, among others.

As at 31st December 2013, the composition of the Executive Committee is as follows:

Chair	Ricard Font i Hereu
Members	Sergi Martínez-Abarca Espelt Pere Padrosa i Pierre Antoni Poveda i Zapata Constantí Serrallonga i Tintoré Enric Ticó i Buxados
Secretary	Carme Sardà i Vilardaga
General Director	Josep Anton Grau i Reinés

Legal Advising Committee

This committee provides legal assistance and advising to the Board of Directors and to ATM general management. It is made up of representatives of the Catalan Government, Barcelona City Council, the Metropolitan Area of Barcelona, the AMTU and the ATM itself.

Operators Technical Platform

The Metropolitan Collective Transport Operators Technical Platform is the Consortium's collaboration and consultation body for technical matters, and is made up of representatives of the public transport operators in the metropolitan region.



Mobility Council

The passing of the Mobility Act 9/2003, of 13th June, entailed the modification of the Articles of Association of the ATM in order to convert it into the Mobility Authority. This Act also provides for the creation of territorial mobility councils.

The new Articles of Association of the ATM, approved in June 2005, define the Mobility Council of the ATM as the body for civic and social consultation and participation in the operation of the collective public transport system and of mobility.

It is made up of the following members:

- chair: the second vice-chair of the ATM;
- a member of the Board of Directors of the ATM for each authority in the consortium and each member entity;
- representatives of the Federation of Municipalities of Catalonia and of the Catalan Association of Municipalities and Regions;
- representatives of the business organizations with the greatest presence in Catalonia;
- representatives of the trade unions with the greatest presence in Catalonia;
- representatives of the most representative consumer and user associations in Catalonia;
- representatives of associations or groups of special relevance in relation to public transport and mobility;
- the general director of the ATM;
- a member of management of the Consortium proposed by the general director to act as secretary to the Council.

Organizational structure of the ATM

The composition of staff of the ATM as at 31st December 2013 is as follows:

General Management	Josep Anton Grau i Reinés, <i>General Director</i>
Technical Management	Marc A. Garcia i López, <i>Technical Director</i> Lluís Alegre i Valls, <i>Head of the Mobility Service</i> Francesc Calvet i Borrull, <i>Head of the Planning Service</i> Xavier Roselló i Molinari, <i>Assistant to the technical director</i> Àngel Sangrós i Bondia, <i>Head of the Project Development Service</i>
Administration Service	Josep Caldú i Cebrián, <i>Head of the Administration Service</i> Josep Moya i Matas, <i>Head of the Budget, Accounting and Treasury Unit</i>
Legal Advising Service	Jaume Garcia i Soler, <i>Head of the Legal Advising Service</i>
System Financing Service	Lluís Rams i Riera, <i>Head of the System Financing Service</i>
Fare Integration and Communication Service	Mayte Capdet i Sorribes, <i>Head of the Fare Integration and Communication Service</i> Miquel Lamas i Sánchez, <i>Head of the Fare Integration Unit</i> Maria Montaner i Maragall, <i>Head of the Studies and Communication Unit</i>
Systems Service	Carme Fàbregas i Casas, <i>Head of the Systems Service</i>



2 | Actions in the financial year 2013

Infrastructure Planning

Following the end of the ten-year period covered by the 2001-2010 Infrastructure Master Plan (PDI) for collective public transport for the metropolitan area of Barcelona, the Board of Directors of the ATM commissioned the technical services of the Consortium, on 15th April 2011, to draw up a new Infrastructure Master Plan for the period 2011-2020.

The PDI 2011-2020 is established in the framework of the legal context defined by Mobility Act 9/2003, the ruling sectorial laws concerning public transport infrastructures and services and legislation on the environmental assessment of planning instruments.

The starting points of the PDI 2011-2020 are an analysis of the actions carried out to day in the context of the PDI 2001-2010, a technical diagnosis of the state of the collective public transport networks of the RMB and a prospective analysis of the territorial and mobility variables in the period to 2020. All of this brings to light the existing needs in terms of replacement, extension of capacity and improvement.

The actions proposed maintain a similar structure of investment programmes to the PDI 2001-2010: network extension (AX), modernization and improvement (MM), state network (XE) and interchanges (IN). A new specific programme of public road transport infrastructures is added (TPC).

In the case of the AX programme, the new PDI 2011-2020 incorporates the actions that are currently under construction, and which, specifically, are the extension of line L4 La Pau – La Sagrera, the new L9/L10 metro line, and the extensions of the Catalan Railway FGC to Terrassa and Sabadell.

The scope of the new PDI conforms to the most restrictive forecasts in terms of available funds for investment compared to the 2001-2010 period. The total amount of the necessary investment provided for in the PDI 2011-2020 is 12,379.5 M€ (excluding VAT), of which 5,911.4 M€ corresponds to railway and road networks of the Catalan government, and 6,468.1 M€ corresponds to infrastructures of the state. This total amount is 25.2 % lower than the proposals included in the PDI 2001-2010.

The PDI 2011-2020 was approved definitively by the Regional Minister for Territory and Sustainability on 14th November 2013 (Resolution TES/2427/2013, Official Journal of the Catalan Government number 6506 of 21.11.2013).

Action programmes

The actions of the five programmes proposed in PDI 2011-2020 are described below:

- **AX:** Extension of the rail (metro and FGC) and tram network (sub-programme XT).
- **XE:** Rollout of the state rail network.
- **IN:** Interchanges.
- **TPC:** Road transport infrastructures.
- **MM:** Modernization and improvement of existing networks.



1. AX rail network extension programme

The PDI's rail network extension programme includes the proposed actions to prolong lines of the metro (TMB) and FGC rail networks, and the sub-programme for the tram network.

The network extensions are intended to provide cover in a high-capacity mode to areas with a high mobility density (generation and attraction of journeys) which currently do not have a fast and efficient service for metropolitan journeys.

The other major objective of the programme is to increase connectivity of the different rail networks to reduce the times of changes between stations.

Metro (TMB)

The construction of the L9/L10 lines is the most important

action in the PDI, as it was in PDI 2001-2010. The main objectives are to cover territory with a high mobility density developing in the upper part of the Barcelonès region, and to increase the network effect, with a total of twenty new interchanges (the new L9/L10 lines connect with all TMB, FGC and Commuter lines, at least once). The combination of these two factors entails gaining a significant flux of demand. The total number of stations of lines L9/L10 is 52, distributed along their length of 47.8 km.

The extensions of the L3 line to Trinitat Vella and to Pont d'Esplugues bridge are also proposed to be executed in the 2011-2020 period (the latter, as the first phase of a future extension to Sant Feliu de Llobregat), as well as the extension of L4 to la Sagrera.

The remaining actions (extensions of L1 to Badalona and el Prat and the extension of L2 to Parc Logístic, together with its connection to L9) are proposed as projects.

METRO ACTIONS

CODE	ACTION	OUTSTANDING INVESTMENT ⁽¹⁾ (M€ EXC. VAT)	LENGTH (KM)	TRAINS	STATIONS	DEMAND (JOURNEYS/DAY)
AX01	Metro L1 Hospital de Bellvitge – El Prat	-	3.8	2	1	16,590
AX02	Metro L1 Fondo – Estació de Badalona	-	4.5	5	5	44,085
AX03	Metro L2 Sant Antoni – Parc Logístic	-	6.3	7	6	72,465
AX04	Metro L3 Zona Universitària – Sant Feliu de Llobregat	181.8 ⁽³⁾	8.5	6	9	67,960
AX05	Metro L3 Trinitat Nova – Trinitat Vella	81.0	0.9	1	1	14,135
AX06	Metro L4 La Pau – La Sagrera	110.0	2.8	3	3	43,690
AX07	Metro L9/L10 Aeroport / Zona Franca – Parc Logístic – Zona Universitària	1,560.0 ⁽⁴⁾	27.6	28	27	181,930
AX08	Metro L9/L10 Zona Universitària – La Sagrera	⁽⁵⁾	9.3	⁽⁵⁾	12	154,020
Total metro actions		1,932.8 ⁽²⁾	63.7	52	64	594,875

(1) No figure has been assigned to actions that will be projected during the term of the PDI, but which will not be executed before 2020. // (2) Does not include investment in rolling stock. // (3) Amount of Zona Universitària – Pont d'Esplugues section. // (4) Estimate provided by Infrastructures of the Government of Catalonia. // (5) Included in AX07.

Ferrocarrils de la Generalitat de Catalunya (Catalan Railway)

The main action involving the Catalan Railway – Ferrocarrils de la Generalitat de Catalunya (FGC) contemplated in this PDI programme is the extension of the Llobregat-Anoia line to the centre of the city along the axis of Travessera de Gràcia (line L8). This action involves a significant increase in territorial cover of the Left Eixample, greater connectivity of the Gràcia district and an increase in accessibility for current users of the FGC.

Other no less important actions in FGC in the metropolitan

area are extensions under construction to Terrassa and Sabadell, which represent an important increase in territorial cover and a reduction in journey time.

Attention should also be drawn to the Horta rail link project, as an extension of the current Metro del Vallès. In the 2011-2020 period, the construction of the shunting side of plaça de Catalonia is planned, as the first phase, an essential action to increase the capacity of the Metro del Vallès in the short term.

The remaining actions are proposed as projects.

FGC ACTIONS

CODE	ACTION	OUTSTANDING INVESTMENT ⁽¹⁾ (M€ EXC. VAT)	LENGTH (KM)	TRAINS	STATIONS	DEMAND (JOURNEYS/DAY)
AX09	FGC L8 Pl. Espanya – Gràcia	268.0	3.5	5	3	60,000
AX10	FGC Terrassa Rambla – Terrassa Nacions Unides	90.2	4.5	2	3	21,985
AX11	FGC Can Feu – Ca n'Oriac	287.9	4.4	2	4	21,325
AX12	FGC L6 Reina Elisenda – Finestrelles	-	2.7	3	3	13,340
AX13	FGC Vallès extension	-	-	-	-	-
Total FGC actions		646.1 ⁽²⁾	15.1	12	13	116,650

(1) No figure has been assigned to actions that will be projected during the term of the PDI, but which will not be executed before 2020. // (2) Does not include investment in rolling stock.

Tram / Light Metro (XT sub-programme)

The main action in the XT sub-programme is the penetration into the centre of Barcelona and the connection of the Trambaix and Trambesòs, which is the most notable proposal concerning the tram in PDI 2011-2020.

This sub-programme also includes the execution of the

connections of the tram routes along carretera Reial and carretera de Collblanc, through carrer Laureà Miró (Esplugues de Llobregat) in order to shorten the length of the route of line T3.

The remaining actions are proposed as projects.

TRAM NETWORK ACTIONS

CODE	ACTION	OUTSTANDING INVESTMENT ⁽¹⁾ (M€ EXC. VAT)	LENGTH (KM)	TRAINS	STATIONS	DEMAND (JOURNEYS/DAY)
XT01	Articulation of tram networks in Barcelona	168.1	3.9	18	5	117,365
XT02	T3 Section along Laureà Miró	17.3	1.1	0	2	4,600
XT03	T3 Sant Feliu de Llobregat – Quatre Camins	-	1.1	1	2	4,100
XT04	T4 Sant Adrià – Port Badalona	-	1.7	1	3	3,005
XT05	New line UAB Cerdanyola – Montcada	-	12.4	12	21	29,500
Total tram network actions		185.4 ⁽²⁾	16.3	32	33	158,570

(1) No figure has been assigned to actions that will be projected during the term of the PDI, but which will not be executed before 2020. // (2) Does not include investment in rolling stock.

2. XE Rollout of state rail network

The XE programme for the rollout of the Commuter rail network includes the construction of two new lines. The most immediate, as the work has already been awarded, is the new commuter network penetration of Airport at El Prat (terminals T1 and T2). The second line is the Castelldefels – Cornellà – Zona Universitària – Glòries section, which includes the third commuter line tunnel in Barcelona. Of this second line, the PDI envisages the execution of the section between Castelldefels and the University District by 2020.

The doubling of single-track sections and the construction of alternative routes allow for a significant increase in the frequency of services and, consequently, in the transport capacity. In this regard, the following actions under this heading are noteworthy:

- Doubling Arenys de Mar – Blanes
- Doubling Montcada – Vic

Other important infrastructure actions are the construction of the new Montcada tunnel, which will allow for a significant time saving for users of the R4 Nord (Sabadell, Terrassa and Manresa) travelling to Barcelona, and the new rail routes in l'Hospitalet de Llobregat, Sant Feliu de Llobregat and Montcada i Reixac.

The programme also includes the construction of new stations in territorial areas where new residential settlements have become consolidated with an important population density.

The new orbital rail line Mataró-Granollers-Sabadell-Terrassa-Martorell-Vilafranca del Penedès-Vilanova i la Geltrú is regarded as a project to be specified from the execution standpoint during the period 2011-2020. Construction of Barberà del Vallès bypass will be brought forward to the year 2020.

STATE RAIL NETWORK ACTIONS

CODE	ACTION	OUTSTANDING INVESTMENT ⁽¹⁾ (M€ EXC, VAT)	LENGTH (KM)	TRAINS ⁽¹⁾	STATIONS	DEMAND (JOURNEYS/DAY)
XE01	Doubling Arenys de Mar – Blanes R1	550.0	22.0	-	-	-
XE02	New airport access	221.8	4.5	-	2	-
XE03	New orbital line	294.0 ⁽³⁾	78.0	-	24	-
XE04	Doubling Montcada – Vic R3	650.0	58.3	-	-	-
XE05	Montcada tunnel	185.0	2.5	-	-	-
XE06	New route R2 Montcada i Reixac	315.5	3.7	-	-	-
XE07	New line Castelldefels-Cornellà-Zona Universitària	2,065.6	22.4	-	11	81,440
XE08	New route l'Hospitalet de Llobregat	419.3 ⁽⁴⁾	1.8	-	2	-
XE09	Remodelling of l'Hospitalet de Llobregat station	10.0	-	-	-	-
XE10	New route Sant Feliu de Llobregat	106.8	1.5	-	-	-
XE11	Other actions	40.5	-	-	5	23,000
Total state rail network actions		4,858.5 ⁽²⁾	194.7	-	44	104,440

(1) Rolling stock including in MM08. // (2) Does not include investment in rolling stock. // (3) Includes execution of Barberà del Vallès bypass. // (4) Includes Sants Sud crossing.

3. IN Interchanges

The purpose of the interchange programme is to increase connectivity of the different modes of public and private transport.

A unique action in this programme is the construction of the new Diagonal oest (Zona Universitària) interchange, which integrates lines L3 and L9 of the metro, the Trambaix, and a new interurban bus station (with a capacity for 40 vehicles).

Other interchanges that cover different rail networks are Ernest Lluch (L5 and Trambaix, under construction) and Ribera Salines (FGC and Trambaix).

In the commuter train network a group of actions is included to strengthen and improve several interchanges, such as Torrasa and the interchanges of the R8 line.

Another group of actions comprises the start-up or improvement of the bus stations located at interchanges. This is the case of the terminuses of Sants station and the high-speed train station of La Sagrera.

The proposals for new FGC and Commuter train interchange park and ride facilities also feature in this programme. These are considered to be key elements in the management of metropolitan mobility.

INTERCHANGE ACTIONS

CODE	ACTION	OUTSTANDING INVESTMENT (M€ EXC. VAT)	STATIONS
IN01	Improvement PI Catalunya – Pg. de Gràcia interchange	79.3	-
IN02	Ernest Lluch	10.2	1
IN03	Ribera – Salines	54.7	1
IN04	New FGC station Rubí	-	-
IN05	New FGC station Ca n'Amat	32.2	1
IN06	FGC network park and ride	40.6	-
IN07	RENFE network park and ride	50.0	-
IN08	Torrassa interchange	35.2	-
IN09	Interchange and new stations R8	77.0	-
IN10	Completion Martorell interchange	30.0	-
IN11	Virtual overground interchanges	0.2	-
Total interchange actions		409.4	3

4. TPC Road transport infrastructure

The road transport infrastructure programme includes a whole range of actions to favour the circulation of buses along interurban roads. Specifically, the following actions are contemplated:

- Reserved lanes: Eix de Caldes and C-245 (Cornellà – Sant Boi – Castelldefels).
- Bus – high-occupation vehicle lane: C-58 and B-23.
- Bus lanes and increase in road transport capacity.
- Management operating centres in Baix Llobregat and Barcelonès Nord.
- Park and ride facilities at terminuses and important bus stops.

ROAD TRANSPORT INFRASTRUCTURE ACTIONS

CODE	ACTION	OUTSTANDING INVESTMENT (M€ EXC. VAT)	STATIONS
TPC01	Diagonal Oest interchange	81.9	1
TPC02	Sants station bus	12.9	-
TPC03	La Sagrera station bus	29.1	-
TPC04	Reserved lane of C-245 Cornellà – Sant Boi – Castelldefels	73.8	-
TPC05	Reserved lane Eix Caldes	15.0	-
TPC06	Reserved lane bus Besós left bank	44.2	-
TPC07	Bus – high-occupation vehicle lane on B-23	11.0	-
TPC08	Management operating centres	30.0	-
TPC09	Other bus lanes	59.8	-
TPC10	Park and ride facilities at terminuses and important bus stops	4.4	-
Total road transport infrastructure actions		362.1	1

5. Modernization and improvement of existing networks

PDI 2011-2020 includes three major types of interventions on current metropolitan rail networks (metro, FGC and Commuter trains):

- a) Actions to improve infrastructure and stations: these consist of the refurbishment, improvement or expansion of track infrastructures, stations and buildings. This includes outstanding adaptations of stations to people with reduced mobility.
- b) Actions on systems and installations: energy, electro-mechanical installations, integral renovation of track, safety and control of train circulation, communications, validation and sale, remote maintenance of infrastructures and machinery.
- c) Actions on workshops and coach sheds; extension of the capacity for parking trains and new maintenance bases.

The technical and budgetary specification of this programme is subject to the programme contracts to be formalized with the respective operators.

MODERNIZATION AND IMPROVEMENT OF EXISTING NETWORK ACTIONS

CODE	ACTION	OUTSTANDING INVESTMENT (M€ EXC. VAT)	TRAINS
MM01	TMB actions on infrastructure and stations	734.3	-
MM02	TMB actions on systems and installations	366.1	-
MM03	TMB actions on workshops and coach sheds	72.7	-
MM04	TMB rolling stock	548.8	61
MM05	FGC actions on infrastructure and stations	274.9	-
MM06	FGC actions on system and installations	250.1	-
MM07	FGC rolling stock	294.0	30
MM08	XE modernization and improvement of Commuter train network	1,400.0	32
MM09	Implementation of new contactless validation and sale system	44.3	-
Total modernization and improvement actions		3,985.3	123

Main actions under execution

Barcelona Metro lines L9 and L10

Section IV with a length of 11 km and 12 stations is currently operational. The current situation of the work in progress is as follows:

- **Section I:** Terminal T1 of the airport to Gornal (L'Hospitalet de Llobregat). The entire tunnel has been built, with a length of 16.8 km, and all 13 stations are practically finished. Most of the track and part of the cable has also been executed. The rail signalling, some electrical and communications installations and the system testing have still to be completed.
- **Section II:** New Zona Franca station to Zona Universitària. The entire tunnel has been built, with a length of 6.6 km, as well as the viaduct of street A of the Zona Franca, with a length of 3 km, and 7 stations are practically complete. There are also 4 stations with civil engineering work almost complete and the workshops completely finished.
- **Section III:** Zona Universitària to Sagrera Meridiana. 5.2 km of a tunnel with a total length of 9.4 km have been built and part of the intermediate slab. The civil engineering work on 7 stations at different states of progress has been carried out.
- **Section IV:** Sagrera Meridiana to Gorg (Badalona) and Can Zam (Santa Coloma de Gramenet). 11 km of line and 12 stations are completely built, and have come into service

in 4 phases starting in December 2009. This section in service partially uses the tunnel and a station of the future L4 line. Furthermore, the station of Sagrera (Hondures) which will replace in the future the L4 station and the Sagrera high-speed train station are at a very advanced stage, although their start-up depends on section III.

Other actions

FGC Terrassa Rambla – Terrassa Nacions Unides

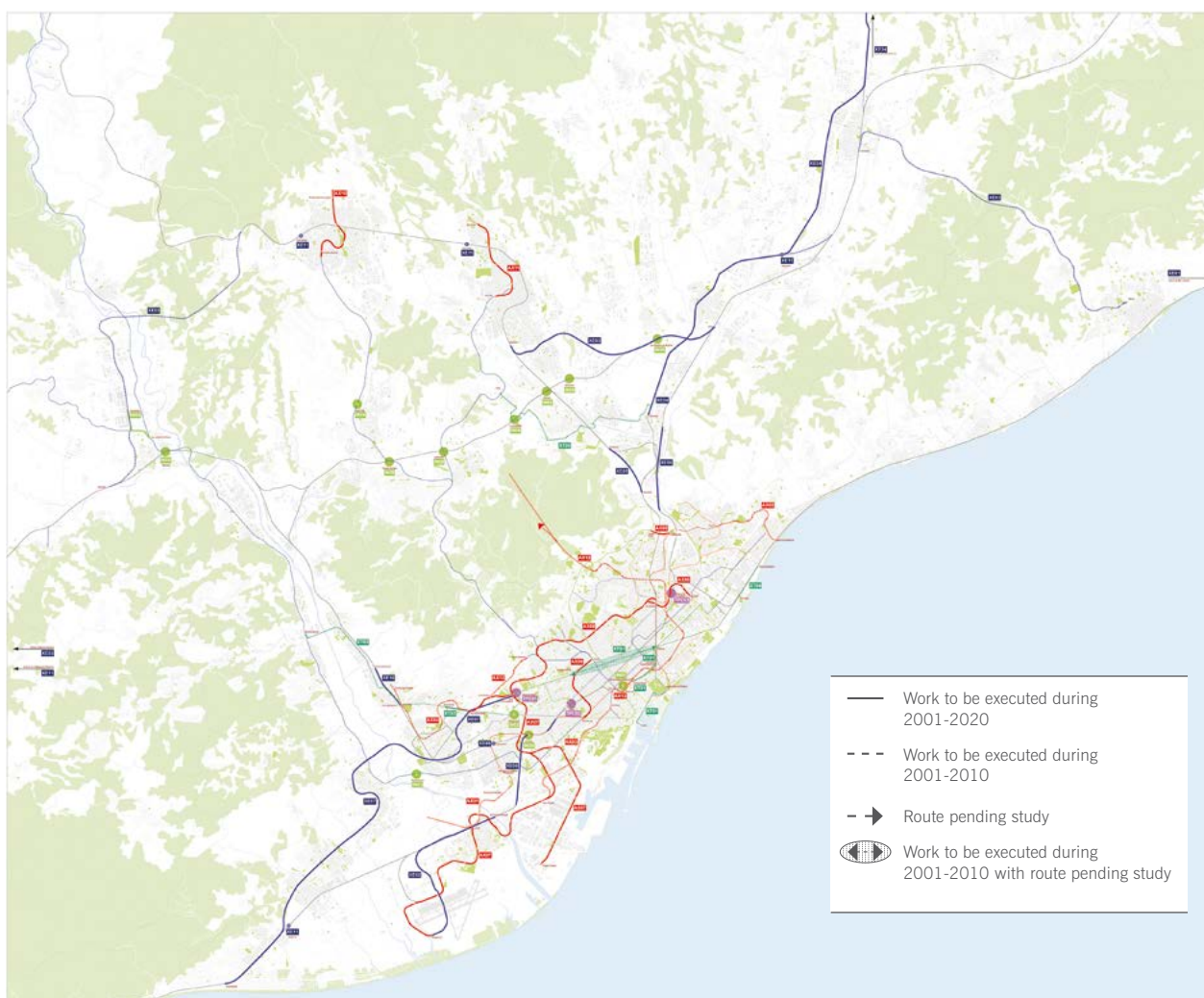
The extension of FGC Terrassa Rambla – Terrassa Nacions Unides is at an advanced stage of execution. The civil engineering work will be completed soon (execution of tunnels, infrastructure of the three stations and the train depot), and by the end of the year the architecture and installations will be ready. Testing will then be carried prior to the start-up in service of the line, scheduled for 2015.

FGC Can Feu – Ca n'Oriac

The digging of the tunnels was completed in November 2013, and work is continuing on the coach shed infrastructure and the four stations (the stations Plaça Major and Eix Macià – Creu Alta are practically complete). The second phase of the work, which includes the station architecture, the track and the cable, signalling and interlocking, will be put out for contract shortly.

The action is expected to be operational in 2016.

PDI 2011-2020 ACTIONS



Extensions programme (AX and XT)

AX01	Metro L1 Hospital de Bellvitge – El Prat
AX02	Metro L1 Fondo – Badalona Station
AX03	Metro L2 Sant Antoni – Parc Logístic
AX04	Metro L3 Zona Universitària – Sant Feliu de Llobregat
AX05	Metro L3 Trinitat Nova – Trinitat Vella
AX06	Metro L4 La Pau – La Sagrera
AX07	Metro L9/L10 Airport/Zona Franca – Parc Logístic – Zona Universitària
AX08	Metro L9/L10 Zona Universitària – La Sagrera
AX09	FGC Pl. Espanya – Gràcia
AX10	FGC Terrassa Rambla – Terrassa Nations Unides
AX11	FGC Can Feu - Ca n'Oric
AX12	FGC L6 Reina Elisenda-Finestrelles
AX13	FGC Vallès extension

XT01	Articulation of tram networks in Barcelona
XT02	T3 Section along Laureà Miró
XT03	T3 Sant Feliu de Llobregat – Quatre Camins
XT04	T4 Sant Adrià – Port Badalona
XT05	New line UAB Cerdanyola – Montcada

State network programme (XE)

XE01	Doubling Arenys de Mar – Blanes R1
XE02	New airport access
XE03	New orbital line
XE04	Doubling Montcada – Vic R3
XE05	Montcada tunnel
XE06	New route R2 Montcada i Reixac
XE07	New line Castelldefels-Cornellà-Zona Universitària
XE08	New route l'Hospitalet de Llobregat
XE09	Remodelling of l'Hospitalet de Llobregat station
XE10	New route Sant Feliu de Llobregat
XE11	Other actions

Interchange programme (IN)

IN01	Improvement Pl Catalunya – Pg. de Gràcia interchange
IN02	Ernest Lluch
IN03	Ribera – Salines
IN04	New FGC station Rubí
IN05	New FGC station Ca n'Amat
IN06	FGC network park and ride
IN07	RENFE network park and ride
IN08	Torrassa interchange
IN09	Interchange and new stations R8
IN10	Completion Martorell interchange
IN11	Virtual overground interchanges

Collective Public Transport Programme (TPC)

TPC01	Diagonal Oest interchange
TPC02	Sants station bus
TPC03	La Sagrera station bus
TPC04	Reserved lane of C-245 Cornellà – Sant Boi - Castelldefels
TPC05	Reserved lane Eix Caldes
TPC06	Reserved lane bus Besòs left bank
TPC07	Bus – high-occupation vehicle lane on B-23
TPC08	Management operating centres
TPC09	Other bus lanes
TPC10	Park and ride facilities at terminuses and important bus stops

Modernization and Improvement Programme (MM)

MM01	TMB actions on infrastructure and stations
MM02	TMB actions on systems and installations
MM03	TMB actions on workshops and coach sheds
MM04	TMB rolling stock
MM05	FGC actions on infrastructure and stations
MM06	FGC actions on system and installations
MM07	FGC rolling stock
MM08	XE modernization and improvement of Commuter train network
MM09	Implementation of new contactless validation and sale system

RMB Mobility Master Plan

Legal framework and content

The aim of the Mobility Act is to “establish the principles and objectives that are to underpin management of mobility of people and transport of goods aimed at sustainability and safety, and to determine the necessary instruments for Catalan society to achieve these goals and guarantee accessibility for all citizens with sustainable means” (art. 1.1).

The general aims of the Mobility Master Plan (PDM) are formulated on the basis of the above principles and the national guidelines on mobility, taking into account that the RMB has certain specific characteristics compared to the rest of Catalonia. In particular, the high population and facility densities favour a context conducive to achieving high levels of sustainable mobility.

The PDM has undergone strategic environmental assessment in accordance with the legislation established by the environmental authority.

In 2013, the fifth PDM monitoring report, dated 22nd July 2013, was submitted to the ATM Board of Directors. This report indicates the execution status of the measures outlined in the PDM and the monitoring values of each one.

The PDM consists of 9 lines of actions and 93 measures.

The lines of action of the Plan are:

Eix 1. Coordinating town planning with mobility.

Eix 2. Promoting a safe and well-connected mobility infrastructures network.

Eix 3. Managing mobility and favouring modal transfer.

Eix 4. Improving the quality of rail transport.

Eix 5. Achieving accessible, effective and efficiency in road public transport.

Eix 6. Modernizing logistical activity and speeding up freight rail infrastructures.

Eix 7. Guaranteeing sustainable access to mobility-generating centres.

Eix 8. Promoting energy efficiency and the use of clean fuels.

Eix 9. Carrying out participative management of the Mobility Master Plan.



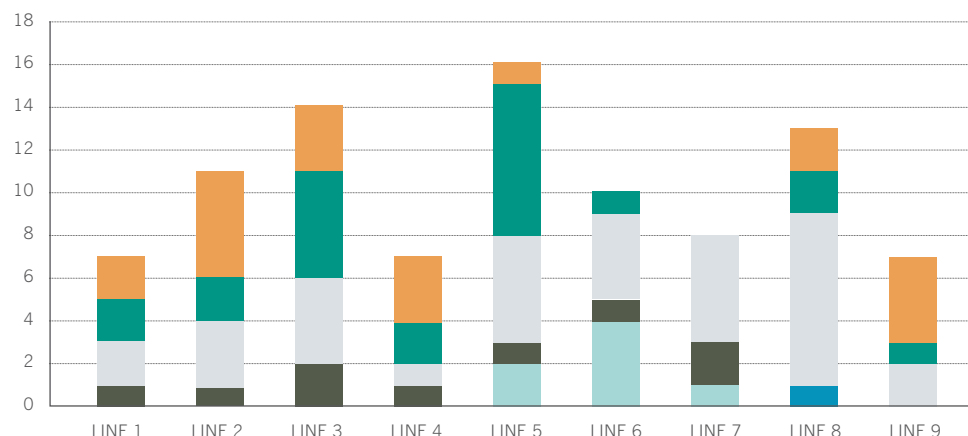
At the date of the report, 85 measures of the Plan were being implemented. In lines 1, 2, 3, 4 and 9, all the measures were underway and implementation was at a more advanced stage. In lines 7 and 8 only one measure had not started and in line 5 there were two. Line 6 is the one with the most measures not yet commenced - four out of ten. As far as the rate of implementation of the measures is concerned, 20 are completely finished and 56 are at a very advanced stage, representing 82 % of measures with a good degree of progress. As regards the pace of implementation of the measures, 60 % were proceeding at a good pace, 31 % were proceeding slowly and the remaining 9 % had not started. Lines 1, 2, 3, 4, 5, 8 and 9 were progressing at a good rate in respect of most of their measures. Lines 6 and 7 were those where implementation of the measures was taking place at the slowest pace.

The following diagram shows a summary of the number of measures per line according to the degree of implementation, at the date of the fifth report, July 2013.

NUMBER OF MEASURES PER LINE ACCORDING TO DEGREE OF IMPLEMENTATION

UNITS:
NUMBER OF MEASURES/LINE

- Total
- Advanced
- Intermediate
- Initial
- Not started
- Pending information



Furthermore, in 2012 the Board of Directors of the ATM commissioned the technical services of the Consortium to draw up a new Mobility Master Plan for the metropolitan area of Barcelona for the 2013-2018 period.

During 2013, the diagnostic and prospective scenario work of the new PDM 2013-2018 has been completed and the approach and objects have been consulted with the member institutions of the Mobility Council of the ATM.

Work carried out in 2013

In addition to the PDM monitoring tasks, during 2013 work has continued on drawing up the new PDM 2013-2018 and a number of tasks were carried out with the aim of encouraging and expanding some of the measures included in the plan. These are described below:

TASK	DESCRIPTION
Technical assistance for the roll-out of the PDM: follow-up and updating of the strategies and measures of lines of action 3, 5 and 8, synergies with other lines, adaptation of the proposed measures to their impact on the objectives and implementation proposal.	Technical assistance with the aim of collaborating in monitoring the actions on management of mobility, the public transport system and energy actions in which the ATM has participated, performing a diagnostic of the results obtained and proposing new strategies for PDM 2013-2018.
Analysis of the RMB rail system.	Diagnosis of the rail supply and its replacement, extension and improvement needs in the context of tasks included in the new PDM 2013-2018.
Promotion of Park & Ride facilities at stations of Catalan commuter rail network.	Diagnosis of infrastructures and management of the P&R network in the context of tasks included in the new PDM 2013-2018.
Support to the environmental strategic assessment process of the RMB Mobility Master Plan 2013-2018.	Drafting of the environmental sustainability report in the new PDM 2013-2018.
Assessment of the effectiveness in reductions of energy consumption and emission in the proposed scenarios and sub-areas of the measures proposed in the RMB Mobility Master Plan.	Assessment of the effectiveness of the measures proposed in the PDM and their contribution to the reduction of external elements, especially energy consumption, greenhouse gas and pollutant emissions in the different scenarios and areas determined in the new PDM 2013-2018.
Mobility forecasts in the contest of drawing up PDM 2013-2018.	Creation of road traffic maps for 2018 in the different prospective scenarios of the PDM.
Updating of Mobility Observatory data.	Updating of the Observatory's mobility indicators and presentation in a new interactive PDF format of the Mobility Observatory on the ATM website.

Mobility Service

In accordance with the functions attributed to it by the Mobility Act as the territorial mobility authority for the metropolitan region of Barcelona, the ATM reports on urban mobility plans, service plans, business travel plans and mobility studies generated within its area.

As far as urban mobility plans are concerned, in 2013 the Urban Mobility Plans (PMU) of Sant Cugat del Vallès and Santa Perpètua de Mogoda received a favourable report, and a report was issued concerning the preliminary environmental sustainability of five more PMUs.

With regard to the business travel plans referred to in Decree 152/2007 regulating the Action Plan for improving the quality of air in 40 RMB municipalities that have been declared atmospheric environment protection areas, three were handled in 2013 giving a total of 66 plans drawn up.

In relation to the generated mobility assessment studies regulated by Decree 344/2006, in 2013 a total of 55 studies were reported, distributed as follows:

ACTION	REPORTED STUDIES
Individual implementation	6
General planning	23
Derived planning	26
Total	55

The ATM Mobility Service has also participated in the rollout of the following specific mobility plans:

- Mesa del Delta, covering the Zona Franca consortium, the Logistic Activity Zone (ZAL) and the Pratenc industrial estate.
- El Pla de Sant Feliu de Llobregat and Molins de Rei industrial estates.
- Autonomous University of Barcelona, in Cerdanyola del Vallès.
- Barcelona Airport at El Prat de Llobregat.
- Can Sant Joan industrial estate in Sant Cugat del Vallès and Rubí.



Management of the tramway system

Diagonal - Baix Llobregat tram

Operation

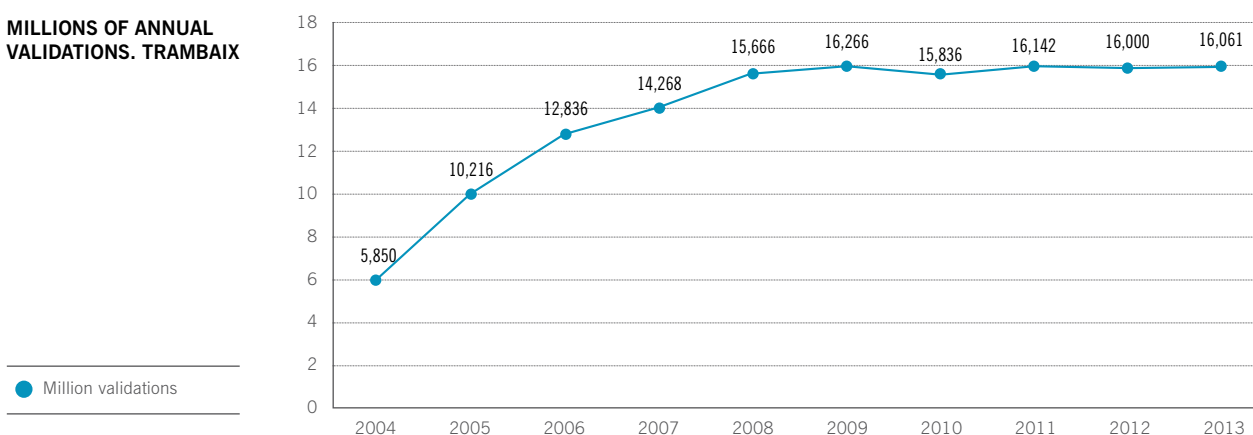
In 2013 a total of 16,061,000 ticket validations have been recorded, which represents an increase of 60,653 validations compared to the previous year (0.38 %). This means an average monthly increase of 5,054 validations.

The maximum number of monthly validations was reached in October with a total of 1,559,312 validations.

A graph showing annual ticket validations since the Trambaix service came into operation is set out below, together with another graph showing the evolution of the average monthly passenger load per journey during 2013.



MILLIONS OF ANNUAL VALIDATIONS. TRAMBAIX



EVOLUTION OF THE AVERAGE LOAD PER JOURNEY. TRAMBAIX

UNITS: NUMBER OF USERS PER JOURNEY/MONTH

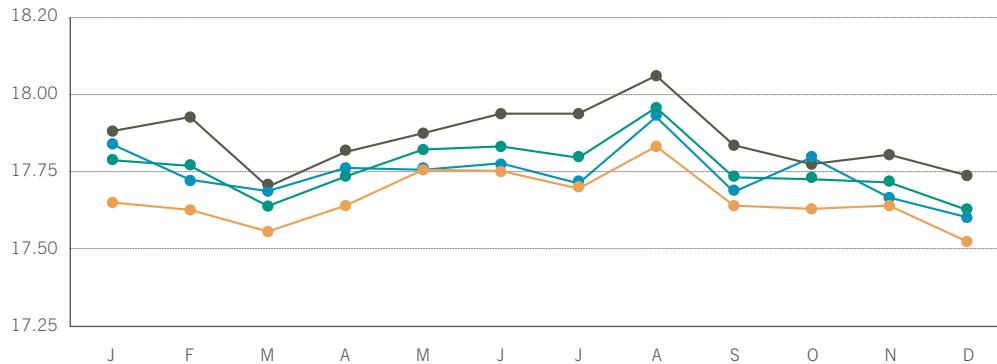


The commercial speed in 2013 has remained similar to the speed in 2012, at around 17.75 km/h. However, in the last month of the year there was a slight decrease in commercial speed in the three lines, to figures of around 17.5 km/h. A graph showing the evolution of the commercial speed of each line month by month and the average speed obtained from weighing the three lines is set out below.

AVERAGE COMMERCIAL SPEED. TRAMBAIX

UNITS:
KM/H / MONTH

- Line T1
- Line T2
- Line T3
- Average



Inspections and supervision

During 2013 the programme initiated by the ATM in 2009 for the detailed supervision of the state of the platform, tram installations and key service quality data has continued.

The detection and resolution of platform incidents has made it possible to assure the correct state of conservation of the tramway infrastructure and has contributed to the high rating of the service by the users.

Supervision of the state of the infrastructures consists of weekly inspections of different sections of platform, where

the main elements are checked, such as the state of the drainage system, the conservation of urban development elements, the state of signals and traffic lights, and public information and use elements located at stations, among others.

The results of these inspections are reported to the company holding the concession so that it can include them in its maintenance and repairs programme, and supervision is carried out to ensure incidents are resolved correctly.

HORIZONTAL SIGNALLING INCIDENT

- A Before
- D After



DRAINAGE SYSTEM INCIDENT

- A Before
- D After





Trambaix corrective actions, major reviews and major renovations

The application of the operator's Maintenance Plan and the Quality Plan has involved, among others, the following actions in 2013 on the Trambaix network.

- The construction and start-up of a spray booth for rolling stock in coach sheds.
- Repainting of all units (from 1 to 19) of rolling stock.
- Major reviews of rolling stock (600,000 km) in units 2, 4, 5, 10 and 17.
- Renovations of automatic ticket dispensers. Updating of payment system according to new security protocols.
- Incorporation of new CPU, EMV2 card slots for credit cards with a chip, touch screen and module for the blind.
- New digital radio system. Supply and installation of radio equipment at new high points.
- Major review of driving motors, replacement of various reversible and non-reversible trailable drivers and replacement of pins.
- Installation of an urban traffic control system to connect with the headquarters in Esplugues, Cornellà, Sant Joan Despí, Sant Just Desvern and fit it with GPS.
- Correction of differential settling of the agglomerate stone highway next to Pont d'Esplugues, and the sinking of the pavement next to the flap.
- Partial asphaltting of Francesc Macià stop.

Sant Martí - Besòs tram

Operation

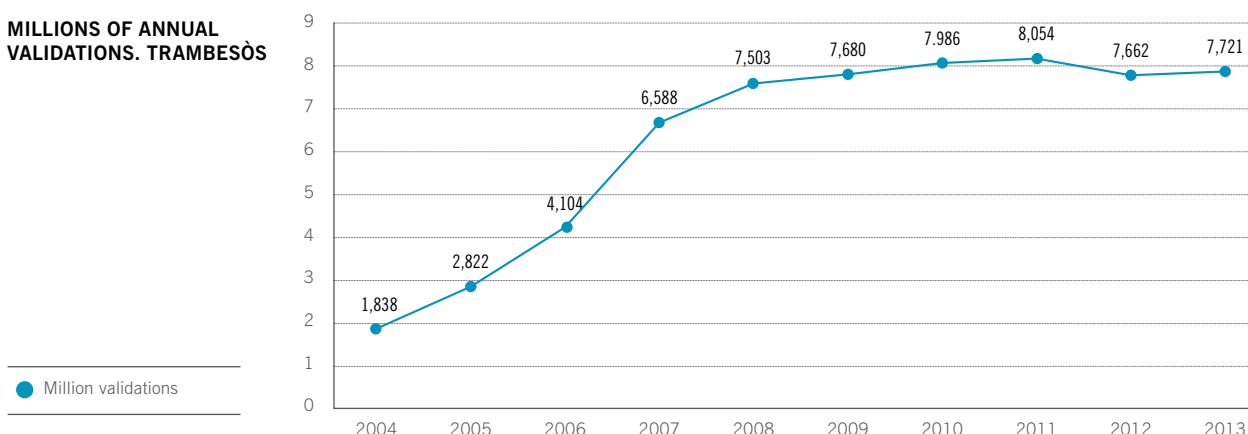
In 2013 the Trambesòs has undergone an increase in the number of users, and has reached a total of 7,721,095 ticket validations, which represents an increase of 59,268 validations compared to the previous year (0.77 %). This represents an average of 4,939 more validations per month than in 2012.

The maximum number of monthly validations was obtained in October with a total of 725,361 validations.

Most of the demand in the Trambesòs is for line T4, which transports approximately 55 % of the users.

A graph showing annual ticket validations since the Trambesòs service came into operation is set out below, together with another graph showing the evolution of the average monthly passenger load per journey during 2013. This reflects the average occupation of the trams month by month.

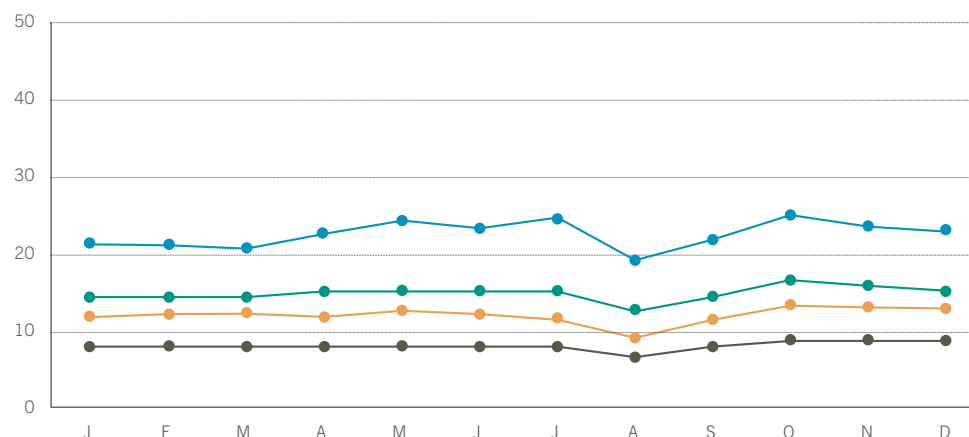
MILLIONS OF ANNUAL VALIDATIONS. TRAMBESÒS



EVOLUTION OF THE AVERAGE LOAD PER JOURNEY (NUMBER OF USERS). TRAMBESÒS

UNITS: NUMBER OF USERS PER JOURNEY. TRAMBESÒS

- Line T4
- Line T5
- Line T6
- Average



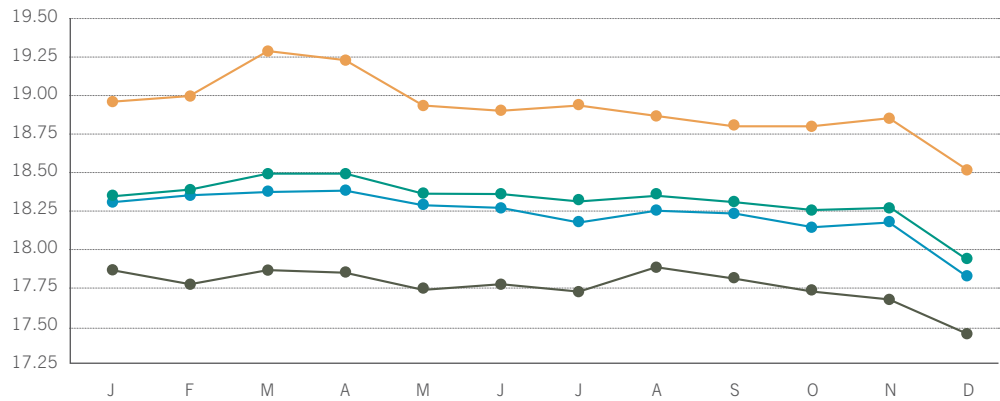
The average commercial speed for the three Trambesòs lines taking in conjunction is above 18 km/h. A graph showing the evolution of the commercial speed of each line month by month and the average speed obtained from weighing the three lines is set out below.

The decrease that can be observed in the three lines in the month of December is related to the works for the deconstruction of the Glòries ring road.

AVERAGE COMMERCIAL SPEED. TRAMBESÒS

UNITS:
KM/H /MONTH

- Line T4
- Line T5
- Line T6
- Average



Inspections and supervision

During 2013 the programme initiated by the ATM in 2009 for the detailed supervision of the state of the platform, tram installations and key service quality data has continued.

The detection and resolution of platform incidents has made it possible to improve the state of conservation of the tramway infrastructure and has contributed to the high rating of the service by the users.

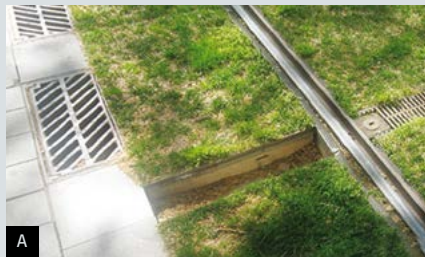
Supervision of the state of the infrastructures consists of weekly inspections of different sections of platform, where

the main elements are checked, such as the state of the drainage system, the conservation of urban development elements, the state of signals and traffic lights, and public information and use elements located at stations, among others.

The results of these inspections are reported to the company holding the concession so that it can include them in its maintenance and repairs programme, and supervision is carried out to ensure that incidents are resolved correctly.

INCIDENT IN DRAINAGE SYSTEM

- A Before
- D After



Trambesòs corrective actions and major renovations

The application of the operator's Maintenance Plan and the Quality Plan has involved, among others, the following actions in 2013 on the Trambesòs network:

- The construction of new installations for low currents in workshops.
- Renovation of automatic ticket dispensers. Updating of payment system according to new security protocols. Incorporation of new CPU, EMV2 card slots for credit cards with a chip, touch screen and module for the blind.
- New digital radio system. Supply and installation of radio equipment at new high points.
- Major review of driving motors and replacement of pins.
- Installation of an urban traffic control system to connect with the headquarters in Sant Adrià del Besòs and fit it with GPS.
- Start of installation of Digirail project equipment.
- Improvement in platform finish on tram detection loops.

Reduction in accidents

Since November 2006, the ATM has been promoting the "Action Plan for Reduction of Accidents in the Trambaix and Trambesòs Networks", in conjunction with the operator. This Plan establishes a methodology to be followed in order to reduce accidents. The contents of this Action Plan include:

- The development of a computer application that identifies blackspots in the networks that require improvement.
- Individualized identification of traffic lights at all junctions.
- Exchange of information between Trambaix and Trambesòs control centres and the traffic regulation centres of each town or city.

Throughout the year a number of Action Plan monitoring meetings have been held at which the following aspects were analysed:

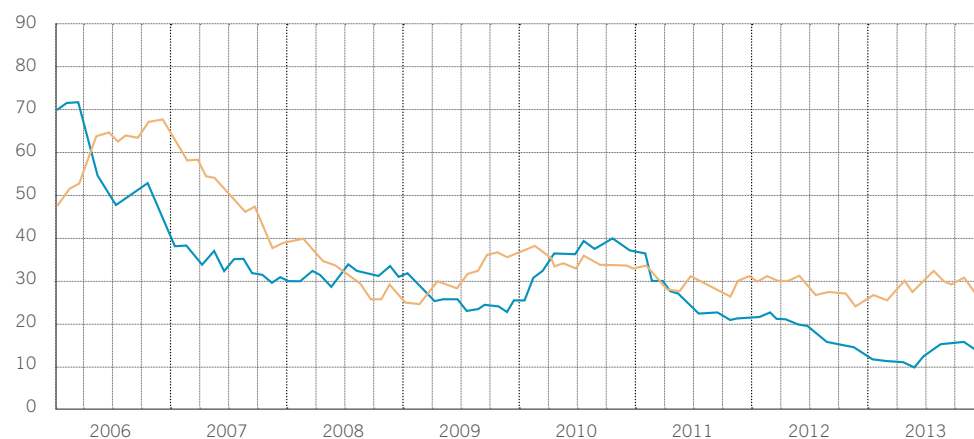
- Evolution of the rate of accidents.
- Identification of blackspots determined by the SAFETRAM application.
- Proposal for corrective actions.
- Monitoring of corrective actions agreed at previous meetings.

As can be seen in the graph below, since this Action Plan has been applied the number of accidents occurring in the networks has decreased to minimum levels recorded in 2013. It is important to point out that the current indices are around the reference values recorded in current consolidated European networks with similar characteristics (the French SRTMTG study in 2009, which includes 19 tram networks in French cities, obtain a reference value of 24 accidents per million km, and the UITP statistics for Germany, Austria and the Netherlands show an average value of 39 accidents per million km.).

INTERANNUAL ACCIDENT INDEX

UNITS: NUMBER OF ACCIDENTS PER MILLION KM/ YEAR

Trambaix
Trambesòs



Evolution of demand on the tramway system

MONTH	TRAMBAIX		
	2012	2013	RAR *
January	1,427,980	1,425,269	15,997,636
February	1,380,879	1,302,038	15,918,795
March	1,465,141	1,330,015	15,783,669
April	1,268,841	1,424,347	15,939,175
May	1,456,462	1,446,111	15,928,824
June	1,377,519	1,307,504	15,858,809
July	1,302,992	1,349,244	15,905,061
August	817,104	855,906	15,943,863
September	1,222,193	1,271,142	15,992,812
October	1,568,600	1,559,312	15,983,524
November	1,408,003	1,434,814	16,010,335
December	1,304,633	1,355,298	16,061,000
Total	16,000,347	16,061,000	

MONTH	TRAMBESÒS		
	2012	2013	RAR *
January	655,147	638,488	7,645,168
February	611,991	577,325	7,610,502
March	655,221	609,498	7,564,779
April	624,423	645,181	7,585,537
May	712,431	716,167	7,589,273
June	689,427	651,286	7,551,132
July	683,401	692,953	7,560,684
August	545,445	530,507	7,545,746
September	581,529	617,535	7,581,752
October	683,880	725,361	7,623,233
November	619,778	673,231	7,676,686
December	599,154	643,563	7,721,095
Total	7,661,827	7,721,095	

(*) Rolling Annual Rate (last 12 months).

Integrated Fare System

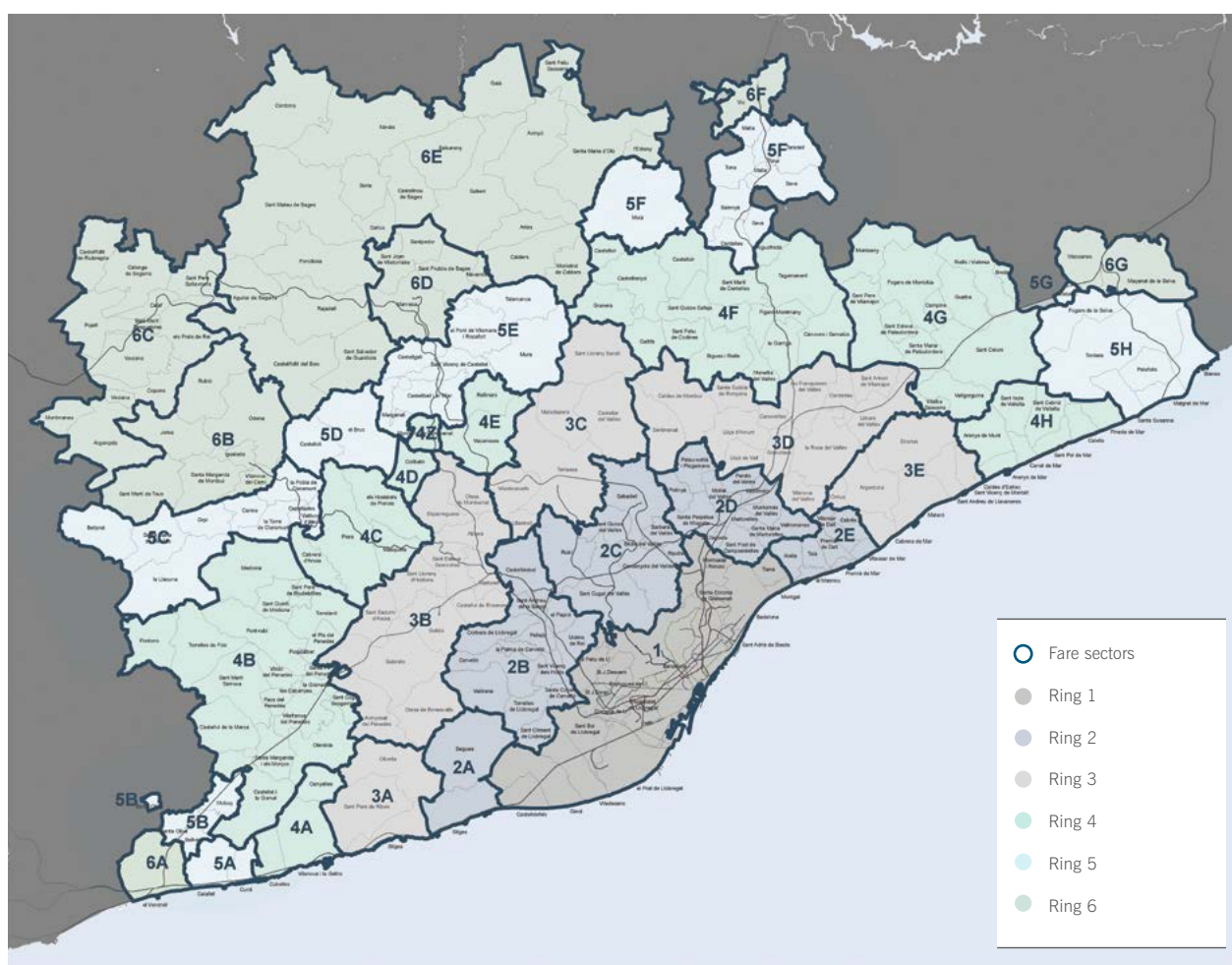
Zoning

The fare integration project for the entire metropolitan region of Barcelona, promoted by the administrations that belong to the consortium, was approved by the Board of Directors of the ATM on 15th November 2000. Its aims were:

- To create a fare system that is easy to understand and is based on principles accepted by users.
- To encourage the perception of the metropolitan collective public transport system as an integrated network.
- To contribute to making public transport attractive to users.

The territory of application of the Integrated Fare System (STI) for the Barcelona area covers a total of 253 municipalities and a population of more than 5.6 million inhabitants.

MAP OF THE INTEGRATED FARE SYSTEM



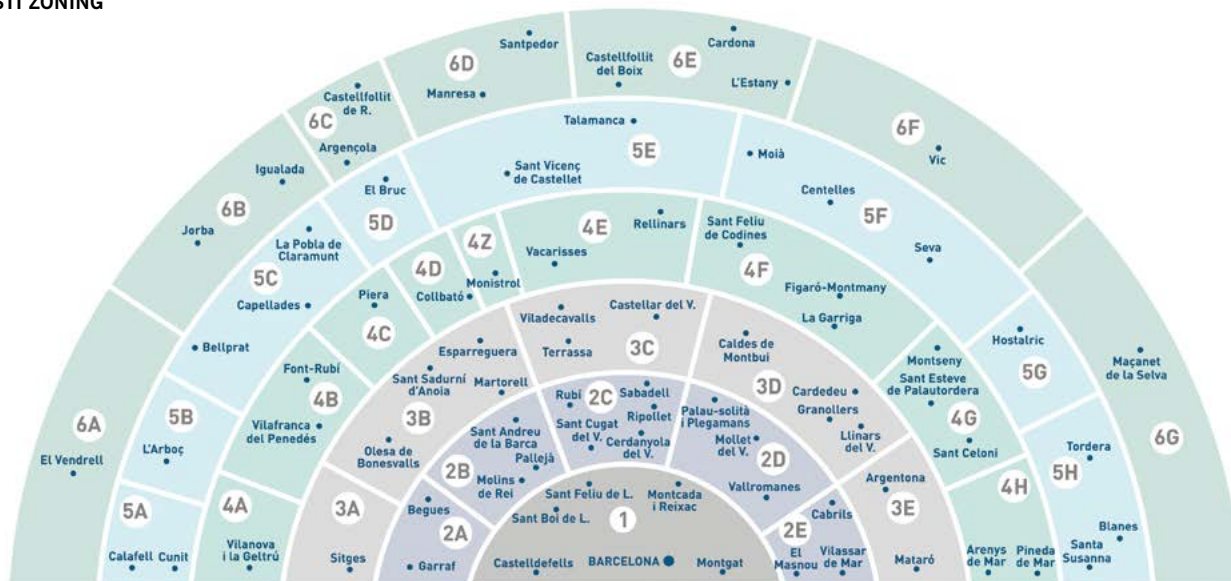


The territory has been divided into 6 fare rings and several sectors. The rings are concentric around ring 1, made up of 18 municipalities of the Barcelona Metropolitan Area (AMB) that were included in the former Metropolitan Transport Entity (EMT), and are defined according to distance in kilometres. The sectors have been established on the

basis of the various traffic corridors, avoiding the need to split up the areas of influence of the major towns and cities and regional differences.

The area of intersection of rings and sectors is designated as a fare zone.

STI ZONING










**LIST OF MUNICIPALITIES
AND THEIR ASSIGNED FARE ZONE**

MUNICIPALITY	FARE ZONE	MUNICIPALITY	FARE ZONE	MUNICIPALITY	FARE ZONE	MUNICIPALITY	FARE ZONE
Abrera	3B	Collbató	4D	Olièrdola	4B	St. Pere de Riudebitlles	4B
Aguilar de Segarra	6E	Copons	6C	Olesa de Bonesvalls	3B	St. Pere de Vilamajor	4G
Aiguafreda	4F	Corbera de Llobregat	2B	Olesa de Montserrat	3B	St. Pere Sallavinera	6C
Alella	2E	Cornellà de Llobregat	1	Olivella	3A	St. Pol de Mar	4 h
l'Ametlla del Vallès	4F	Cubelles	4A	Orpí	5C	St. Quintí de Mediona	4B
l'Arboç	5B	Cunit	5A	Òrrius	3E	St. Quirze del Vallès	2C
Arenys de Mar	4 h	Dosrius	3E	Pacs del Penedès	4B	St. Quirze Safaja	4F
Arenys de Munt	4 h	Esparreguera	3B	Palafolls	5 h	St. Sadurní d'Anoia	3B
Argençola	6C	Esplugues de Llobregat	1	Palau-solità i Plegamans	2D	St. Salvador de Guardiola	6E
Argentona	3E	l'Estanty	6E	Pallejà	2B	St. Vicenç de Castellet	5E
Artés	6E	Figaró-Montmany	4F	la Palma de Cervelló	2B	St. Vicenç de Montalt	3E
Avinyó	6E	Fogars de la Selva	5 h	el Papiol	2B	St. Vicenç dels Horts	2B
Avinyonet del Penedès	3B	Fogars de Montclús	4G	Parets del Vallès	2D	Sta. Coloma de Cervelló	2B
Badalona	1	Fonollosa	6E	Piera	4C	Sta. Coloma de Gramenet	1
Badia del Vallès	2C	Font-rubí	4B	Pineda de Mar	4 h	Sta. Eulàlia de Ronçana	3D
Balenya	5F	les Franqueses del Vallès	3D	el Pla del Penedès	4B	Sta. Fe del Penedès	4B
Balsareny	6E	Gaià	6E	la Pobla de Claramunt	5C	Sta. Margarida de Montbui	6B
Barberà del Vallès	2C	Gallifa	4F	Polinyà	2D	Sta. Margarida i els Monjos	4B
Barcelona	1	Garraf (Sitges)	2A	el Pont de Vilomara i Rocafort	5E	Sta. Maria de Martorelles	2D
Begues	2A	la Garriga	4F	Pontons	4B	Sta. Maria de Miralles	5C
Bellprat	5C	Gavà	1	el Prat de Llobregat	1	Sta. Maria de Palautordera	4G
Bellvei	5B	Gelida	3B	els Prats de Rei	6C	Sta. Maria d'Oló	6E
Bigues i Riells	4F	la Granada	4B	Premià de Dalt	2E	Sta. Oliva	5B
Blanes	5 h	Granera	4F	Premià de Mar	2E	Sta. Perpètua de Mogoda	2D
Breda	4G	Granollers	3D	Puigdàlber	4B	Sta. Susanna	5 h
el Bruc	5D	Gualba	4G	Pujalt	6C	Santpedor	6D
les Cabanyes	4B	l'Hospitalet de Llobregat	1	Rajadell	6E	Sentmenat	3D
Cabrera d'Anoia	4C	els Hostalets de Pierola	4C	Rellinars	4E	Seva	5F
Cabrera de Mar	3E	Hostalric	5G	Riells i Viabrea	4G	Sitges	3A
Cabrils	2E	Igualada	6B	Ripolllet	2C	Subirats	3B
Calaf	6C	Jorba	6B	la Roca del Vallès	3D	Súria	6E
Calafell	5A	la Llacuna	5C	Rubí	2C	Tagamanent	4F
Calders	6E	la Llagosta	2D	Rubió	6B	Talamanca	5E
Caldes de Montbui	3D	Lliçà d'Amunt	3D	Sabadell	2C	Taradell	5F
Caldes d'Estrac	3E	Lliçà de Vall	3D	Sallent	6E	Teià	2E
Calella	4 h	Llinars del Vallès	3D	St. Adrià de Besòs	1	Terrassa	3C
Callús	6E	Maçanet de la Selva	6G	St. Andreu de la Barca	2B	Tiana	1
Calonge de Segarra	6C	Malgrat de Mar	5 h	St. Andreu de Llavaneres	3E	Tona	5F
Campins	4G	Malla	5F	St. Antoni de Vilamajor	3D	Tordera	5 h
Canet de Mar	4 h	Manresa	6D	St. Boi de Llobregat	1	la Torre de Claramunt	5C
Canovelles	3D	Marganell	5E	St. Cebrià de Vallalta	4 h	Torrelavit	4B
Cànoves i Samalús	4F	Martorell	3B	St. Celoni	4G	Torrelles de Foix	4B
Canyelles	4A	Martorelles	2D	St. Climent de Llobregat	2B	Torrelles de Llobregat	2B
Capellades	5C	el Masnou	2E	St. Cugat del Vallès	2C	Ullastrell	3C
Cardedeu	3D	Masquefa	4C	St. Cugat Sesgarrigues	4B	Vacarisses	4E
Cardona	6E	Massanes	6G	St. Esteve de Palautordera	4G	Vallbona d'Anoia	5C
Carme	5C	Matadepera	3C	St. Esteve Sesrovires	3B	Vallgorguina	4G
Castellar del Vallès	3C	Mataró	3E	St. Feliu de Codines	4F	Vallirana	2B
Castellbell i el Vilar	5E	Mediona	4B	St. Feliu de Llobregat	1	Vallromanes	2D
Castellbisbal	2B	Moià	5F	St. Feliu Sasserra	6E	Veciana	6C
Castellcir	4F	Molins de Rei	2B	St. Fost de Campsentelles	2D	el Vendrell	6A
Castelldefels	1	Mollet del Vallès	2D	St. Fruitós de Bages	6D	Vic	6F
Castellet i la Gornal	4B	Monistrol de Calders	6E	St. Iscle de Vallalta	4 h	Viladecans	1
Castellfollit de Riubregós	6C	Monistrol de Montserrat	4Z	St. Joan de Vilatorrada	6D	Viladecavalls	3C
Castellfollit del Boix	6E	Montcada i Reixac	1	St. Joan Despí	1	Vilafranca del Penedès	4B
Castellgalí	5E	Montgat	1	St. Just Desvern	1	Vilalba Sasserra	4G
Castellnou de Bages	6E	Montmaneu	6C	St. Llorenç d'Hortons	3B	Vilanova del Camí	6B
Castellolí	5D	Montmeló	2D	St. Llorenç Savall	3C	Vilanova del Vallès	3D
Castellterçol	4F	Montornès del Vallès	2D	St. Martí de Centelles	4F	Vilanova i la Geltrú	4A
Castellví de la Marca	4B	Montseny	4G	St. Martí de Tous	6B	Vilassar de Dalt	2E
Castellví de Rosanes	3B	Mura	5E	St. Martí Sarroca	4B	Vilassar de Mar	2E
Centelles	5F	Navarces	6D	St. Martí Sesgueioles	6C	Vilobí del Penedès	4B
Cerdanyola del Vallès	2C	Navàs	6E	St. Mateu de Bages	6E		
Cervelló	2B	Òdena	6B	St. Pere de Ribes	3A		

Range of integrated tickets and fares

The range of integrated tickets available in 2013 is as follows:

TICKETS	CHARACTERISTICS
	<p>T-10</p> <p>10 integrated journeys on all modes of transport according to the zones to be crossed (1 to 6 zones). Transferable title with time limit.</p>
	<p>T-50/30</p> <p>50 integrated journeys on all modes of transport according to the zones to be crossed (1 to 6 zones). Validity: 30 consecutive days after first validation. Non-transferable ticket with time limit.</p>
	<p>T-70/30</p> <p>70 integrated journeys on all modes of transport according to the zones to be crossed (1 to 6 zones). Validity: 30 consecutive days after first validation. Transferable ticket with time limit.</p>
	<p>T-Mes</p> <p>Unlimited travel on all modes of transport according to the zones to be crossed (1 to 6 zones) in the zones defined by the first validation. Validity: 30 consecutive days after first validation. Non-transferable ticket requiring presentation of National Identity Document, Foreigner Residence Card or passport.</p>
	<p>T-Trimestre</p> <p>Unlimited travel on all modes of transport according to the zones to be crossed (1 to 6 zones) in the zones defined by the first validation. Validity: 90 consecutive days after first validation. Non-transferable ticket requiring presentation of National Identity Document, Foreigner Residence Card or passport.</p>
	<p>T-Jove</p> <p>Unlimited travel on all modes of transport according to the zones to be crossed (1 to 6 zones) in the zones defined by the first validation. Validity: 90 consecutive days after first validation. Non-transferable ticket requiring presentation of National Identity Document, Foreigner Residence Card or passport and only for persons aged under 25.</p>
	<p>T-Dia</p> <p>Unlimited travel on all modes of transport according to the zones to be crossed (1 to 6 zones) in the zones defined by the first validation. Validity: 1 day, from first validation until close of service. Non-transferable ticket.</p>

The number of zones required depends on the number of zones travelled through from the point of departure to the destination of the journey, with a maximum payment of six fare zones. The prices approved by the Board of Directors of the ATM for 2013 were:

FARES AS AT 1ST JANUARY 2013

TICKET	1 ZONE	2 ZONES	3 ZONES	4 ZONES	5 ZONES	6 ZONES
T-10	9.80	19.40	26.40	33.95	39.00	41.50
T-50/30	39.20	65.50	91.90	114.50	135.00	150.00
T-70/30	54.90	79.40	109.00	133.50	153.00	165.50
T-Mes	52.75	77.45	105.00	124.50	143.00	153.00
T-Trimestre	142.00	211.00	290.00	342.50	390.00	406.00
T-Jove	105.00	155.00	210.00	249.00	285.50	305.50
T-Dia	7.25	11.50	14.50	16.35	18.40	20.65

Tickets with discounts for single-parent families and large families

Pursuant to Order PTO/179/2009, of 6th April, in December 2009 the Board of Directors of the ATM approved the creation of a range of tickets for large families with discounts on the standard price of the Integrated Fare System ticket chosen. The discount is 20 % for general-category large families, and 50 % for special-category large families, and applies to non-transferable tickets (T-Mes, T-Trimestre and T-Jove).

By virtue of Decree 139/2010, of 11th October, the discount was extended to single-parent families, and came into effect on 1st January 2011. Thus a new integrated ticket was created under this decree, the T-FM/FN 70/90, specifically for single-parent families and large families which allows 70 journeys to be made in a period of 90 days from first validation (in the general category and special category versions) by any member of the family or by several of them at the same time. The discount applied in this new ticket is 20 % of the unit price per journey of a T-10 for general-category families and 50 % for special-category families.

The current range of tickets for single-parent families and large families, non-transferable tickets requiring presentation of National Identity Document and single-parent family or large family identification card, is as follows:

- T-Mes FM/FN general
- T-Mes FM/FN special
- T-Trimestre FM/FN general
- T-Trimestre FM/FN special
- T-Jove FM/FN general
- T-Jove FM/FN special
- T-FM/FN 70/90 general
- T-FM/FN 70/90 special

In 2013 a total of 144,132 tickets with discounts for single-parent families or large families were purchased, which represents an increase of 22.2 % compared to the previous year. The use of these tickets reached 17.7 million validations, 31.7 % more than in 2012.

INCREASE IN VALIDATIONS

TICKET	2013	2012	2011	INCREASE 2013/2012	
				ABS.	%
Validations T-FM	17,659,263	13,405,238	7,217,925	4,254,025	31.73 %
Number of tickets purchased	144,132	117,972	68,020	26,160	22.20 %

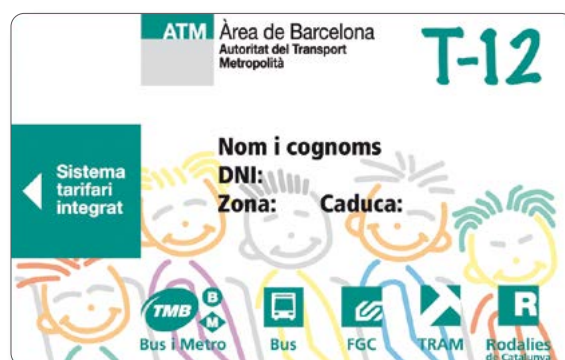
T-12 card

The T-12 card was introduced in September 2009 as a ticket for children aged between 4 and 12, and allows them unlimited free travel on the public transport network of the Integrated Fare System in the same fare zone where the child lives. In December 2011 the validity of the card was extended to include children of 13 years of age as beneficiaries of this card.

The T-12 card has a fee for issuing and administration of 35€ which is charged to the user when issued for the first time. Renewals are free for the beneficiary and are done automatically by the local authority.

At 31st December 2013, the number of applications that have been made for the card since its introduction is 160,228 and can be broken down as follows:

	APPLICATIONS	%
Barcelona	95,254	59.4 %
Rest of the first ring	40,526	25.3 %
Rest of the STI	24,448	15.3 %
Total	160,228	100.0 %



Of these cards, a total of 115,432 are in use at 31st December 2013, distributed as follows:

	T-12 CARDS	%
Barcelona	68,194	59.1 %
Rest of the first ring	30,686	26.6 %
Rest of the STI	16,552	14.3 %
Total	115,432	100.0 %

The following table shows the number of journeys carried out with this ticket in the last three years:

INCREASE IN VALIDATIONS

TICKET	2013	2012	2011	INCREASE 2013/2012	
				ABS.	%
Validacions T-12	19,282,490	15,946,849	12,100,057	3,335,641	20.9 %

The analysis according to modes of transport for 2013 is as follows:

OPERATOR	T-12 VALIDATIONS	%
Metro	6,933,621	35.96 %
Bus TB	5,964,739	30.93 %
Urban and metropolitan bus	3,821,340	19.82 %
Train	1,708,215	8.86 %
Tram	575,015	2.98 %
Interurban bus	279,560	1.45 %
Total	19,282,490	100.00 %

Discount for the unemployed

In order to facilitate the mobility of unemployed people actively seeking work, the Catalan Government has established public transport subsidies provided that one of the following requisites is met:

- The person receives an unemployment benefit that is lower than the legal minimum salary (SMI).
- The person receives any other benefit that is lower than the legal minimum salary.
- The person does not receive any benefit but has been registered as a jobseeker for at least 12 months and is seeking a job under the supervision of the Employment Service of Catalonia (SOC).

To purchase the discounted ticket, applicants must obtain a certificate (issued by the SEPE –State Public Employment Service– or by the SOC) proving that one of the above requisites is met. Once the certificate has been obtained, the discounted ticket can be obtained by presenting the certificate at the user service centres of the different transport companies.

In the area of the ATM of Barcelona, the price of the discounted T-Trimestre is equal to the price of 3 T-10 cards for 1 zone, and represents a discount of almost 80 % of the price of a T-Trimestre for 1 zone.

The discount for the unemployed started to be applied in March 2012. The number of discounted tickets sold in 2013 was 37,740 which is an increase of 40.22 % compared to the previous year (26,913 tickets).



Sale and use of the Integrated Fare System

In 2013 revenue from the sale of integrated tickets totalled € 458,900,879.47 excluding VAT.

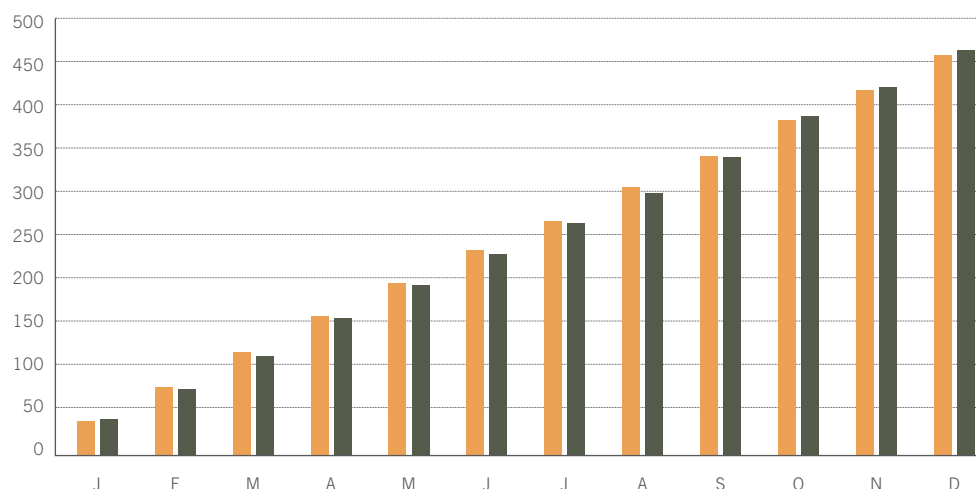
Revenue in 2013 has undergone growth of 1.56 % compared to sales of integrated tickets in 2012, which totalled € 451,846,137.73 excluding VAT.

The accumulated monthly revenue in 2013 compared to 2012 is shown in the following graph:

ACCUMULATED MONTHLY REVENUE

UNITS
M€/MONTH

- Accumulated sales 2013
- Accumulated sales 2012



The breakdown of sales revenue by integrated ticket type and number of zones is set out below:

REVENUE (€)

TICKET	1 ZONE	2 ZONES	3 ZONES	4 ZONES	5 ZONES	6 ZONES	TOTAL	%
T-Dia	1,355,862.05	63,992.27	33,284.09	22,340.05	9,133.09	9,461.45	1,494,073.00	0.33 %
T-10	252,846,770.91	36,739,966.91	19,336,680.00	5,739,679.59	2,033,353.64	4,496,789.09	321,193,240.14	69.99 %
T-50/30	48,611,242.91	11,374,432.27	5,286,088.00	1,307,277.73	241,650.00	268,363.64	67,089,054.55	14.62 %
T-Mes	24,937,562.50	3,965,862.45	1,372,636.36	532,294.09	166,790.00	373,180.91	31,348,326.32	6.83 %
Car sharing	566,188.91					457,756.36	1,023,945.27	0.22 %
T-Trimestre	2,229,787.27	609,790.00	186,127.27	80,643.18	21,981.82	62,745.45	3,191,075.00	0.70 %
T-Jove	10,135,172.73	6,078,677.27	2,502,245.45	1,434,240.00	352,203.18	758,195.45	21,260,734.09	4.63 %
T-70/30	1,678,043.45	544,828.36	287,760.00	163,962.27	77,473.64	55,367.27	2,807,435.00	0.61 %
Unemployed discount	921,182.18	31,137.27	43,912.91	7,243.09	2,458.91	2,752.91	1,008,687.27	0.22 %
T-Mes FM/FN G	966,802.00	352,270.23	196,865.45	82,758.55	20,800.00	39,835.64	1,659,331.86	0.36 %
T-Trimestre FM/FN G	211,296.00	86,394.91	18,138.18	5,729.09	2,836.36	4,429.09	328,823.64	0.07 %
T-Jove FM/FN G	1,342,320.00	949,501.82	384,872.73	217,490.18	48,794.55	133,753.45	3,076,732.73	0.67 %
T-Mes FM/FN E	462,048.00	181,314.77	105,620.45	34,067.73	8,580.00	20,585.45	812,216.41	0.18 %
T-Trimestre FM/FN E	97,076.36	30,595.00	10,150.00	4,981.82	1,240.91	1,660.91	145,705.00	0.03 %
T-Jove FM/FN E	448,827.27	332,404.55	123,613.64	66,098.18	17,519.32	50,962.95	1,039,425.91	0.23 %
T-FM/FN 70/90 G	730,818.82	69,536.00	31,989.36	7,258.36	2,779.64	4,859.27	847,241.45	0.18 %
T-FM/FN 70/90 E	391,799.55	44,690.55	14,700.00	7,779.27	1,861.36	2,112.73	462,943.45	0.10 %
XPRESS swap	111,888.37						111,888.37	0.02 %
Total	348,044,689.28	61,455,394.64	29,934,683.91	9,713,843.18	3,009,456.41	6,742,812.05	458,900,879.47	100.00 %
	75.84 %	13.39 %	6.52 %	2.12 %	0.66 %	1.47 %	100.00 %	

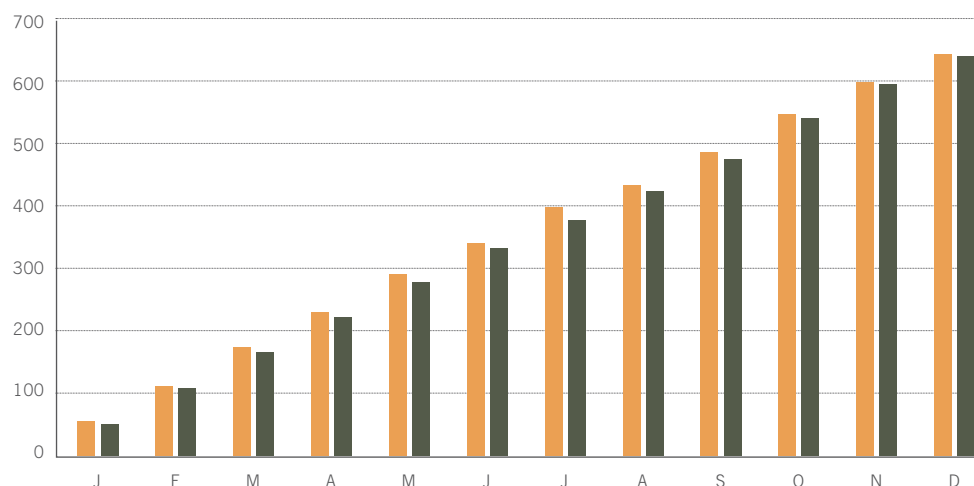
The total number of validations of ATM tickets in 2013 was 641,149,236. This represents a decrease of 0.34 % compared to the number of validations in 2012, which was 643,365,866.

Accumulated monthly validations in 2013 compared to 2012 are shown in the following graph:

ACCUMULATED MONTHLY VALIDATIONS

UNITS: MILLION VALIDATIONS/MONTH

● Validations 2013
● Validations 2012



Of the total ATM ticket validations in 2013, the T-10 represents 60.96 % of journeys made with integrated tickets (1.91 points less than in 2012); followed by the T-50/30, which represents 15.55 %, and the T-Mes, which represents 9.45 %. As far as the number of zones is concerned, one-zone tickets represent 84.1 % of the total validations, followed by two-zone tickets representing 10.2 %.

VALIDATIONS

TICKET	1 ZONE	2 ZONES	3 ZONES	4 ZONES	5 ZONES	6 ZONES	TOTAL	%
T-Dia	939,176	29,082	12,732	7,900	3,123	2,790	994,803	0.16 %
T-10	339,992,457	31,968,200	12,850,311	3,066,967	973,723	1,968,430	390,820,088	60.96 %
T-50/30	80,272,330	13,401,315	4,693,361	951,914	205,975	161,337	99,686,232	15.55 %
T-Mes	52,224,072	5,892,738	1,566,145	424,111	183,634	286,496	60,577,196	9.45 %
T-Esdeveniment	518,906						518,906	0.08 %
T-Trimestre	11,099,464	1,019,711	562,929	159,967	69,799	737,461	13,649,331	2.13 %
T-Jove	20,217,262	8,504,724	2,778,651	1,168,947	295,901	573,430	33,538,915	5.23 %
T-70/30	2,828,236	725,715	342,094	255,669	51,851	218,070	4,421,635	0.69 %
T-Mes FM/FN G	2,398,021	547,007	213,421	69,581	17,810	23,878	3,269,718	0.51 %
T-12	19,282,490						19,282,490	3.01 %
T-Trimestre FM/FN G	534,208	118,063	22,152	3,743	4,564	4,259	686,989	0.11 %
T-Jove FM/FN G	3,197,956	1,534,719	482,738	213,108	47,177	102,992	5,578,690	0.87 %
T-2 Comerç	377						377	0.00 %
T-Mes FM/FN E	1,562,441	411,558	191,360	42,996	10,994	27,502	2,246,851	0.35 %
T-Trimestre FM/FN E	349,326	65,445	18,094	6,463	2,731	1,908	443,967	0.07 %
T-Jove FM/FN E	1,641,373	815,310	241,203	97,126	30,967	61,955	2,887,934	0.45 %
T-70/90 FN/FM G	1,262,979	75,534	27,293	5,145	2,964	13,520	1,387,435	0.22 %
T-70/90 FN/FM E	1,057,645	70,078	18,692	7,547	2,241	1,476	1,157,679	0.18 %
Total	539,378,719	65,179,199	24,021,176	6,481,184	1,903,454	4,185,504	641,149,236	100.00 %
	84.1 %	10.2 %	3.7 %	1.0 %	0.3 %	0.7 %	100.0 %	

The evolution of the distribution of integrated ticket validations since fare integration started is set out below:

EVOLUTION OF INTEGRATED TICKET VALIDATIONS

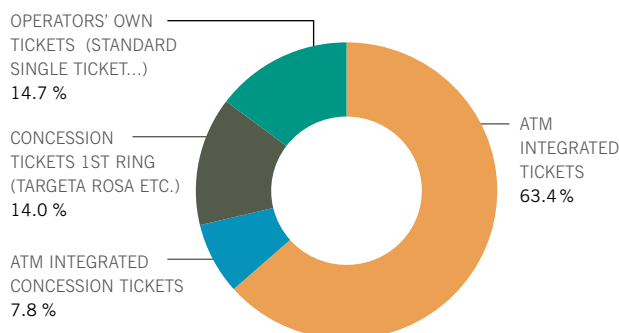
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In 2013, demand for public transport in the Integrated Fare System in the Barcelona area totalled 900.1 million journeys, which represents 210,000 more validations than in 2012.

Validations of ATM integrated tickets total 641.1 million, 71.2 % of the total: 63.4 % with standard tickets and 7.8 % with integrated concession tickets (T-12, T-FM/FN, T-Jove). The growing importance of concession tickets is notable, which this year represented more than 70.5 million journeys.

Another 126.3 million validations (14 % of the total) correspond to concession tickets for the first fare ring (Targeta Rosa); finally, another 132.6 million validations are down with standard tickets of the operators (14.7 % of total validations), including a standard single ticket.

% USE TICKETS



Intermodality Index

In 2013, for every 100 journeys made with integrated tickets, 24.42 involved a modal link.

The intermodality index differs according to the type of ticket and number of zones. For the most used tickets, T-10, T-50/30, T-Mes and T-Jove, intermodality is lower in the use of 1-zone tickets than the intermodality of tickets for more than 1 zone.

	2013
T-10 for 1 zone	18.00 %
T-10 for more than 1 zone	48.74 %
T-50/30 for 1 zone	23.21 %
T-50/30 for more than 1 zone	54.77 %
T-Mes for 1 zone	23.84 %
T-Mes for more than 1 zone	49.00 %
T-Jove for 1 zone	18.25 %
T-Jove for more than 1 zone	44.80 %
Total intermodality	24.42 %

The evolution of the intermodality index for each of the types of integrated ticket in recent years is shown in the following table:

EVOLUTION OF INTERMODALITY INDEX (%)

	INDEX 2008	INDEX 2009	INDEX 2010	INDEX 2011	INDEX 2012	INDEX 2013
T-Dia	10.44	10.84	14.42	11.78	11.18	13.00
T-10	21.36	21.88	21.29	21.50	21.18	21.07
T-50/30	26.31	27.48	26.85	26.96	27.13	27.76
T-Mes	23.90	25.15	25.60	25.39	25.67	26.40
T-Trimestre	23.02	24.78	27.34	28.52	27.30	27.99
T-Jove	24.31	27.27	29.14	28.81	27.83	27.96
T-70/30	22.85	23.81	24.46	24.36	23.90	23.04
Total intermodality	23.30	23.92	23.68	24.00	24.12	24.42

Technical actions against fraud: adaptation of the validation and sale system

During 2013 a volume of fraud has been identified which has never been seen before, relating to the manipulation of tickets. This volume has been on the increase, to the point that a report was submitted to the Clearinghouse on 17th June with actual data obtained from the ATM database with an estimate of the economic impact that this fraud has on the system.

Based on a study of the phenomenon globally, in which the participation of the transport operators has been very significant, it is deduced that the fraudulent manipulation referred to above is, on the one hand, the cloning of tickets – consisting of the system's capacity to extract information in the ATM back office – but, on the other hand, the entirely new generation of tickets from outside the system was also observed, which in current technological systems are not identifiable and, therefore, suggest so-called invisible fraud or maximum breach of the system, with consequences of a potentially great impact on the economic balance of fare integration.



In this regard, since July a global strategic process has been implemented which is to culminate at the start of 2014, which seeks to modify the technical sale and validation systems in order to offset, as far as possible and taking into account the limitations of magnetic technology in general terms, these adverse effects. This is also to be done as quickly as possible, in order to overcome this phenomenon as much as possible.

This process, headed and co-ordinated by the ATM, has received full support from the administrations in the consortium and from transport operators, and has involved actions in technical systems and operations, something which has never been done since the implementation of fare integration in the year 2000.

Furthermore, it has affected the entire lifecycle of integrated tickets: specifications for the manufacturing process, changes in the definition of the magnetic strip on all integrated tickets, in the validation, issue, inspection and exchange procedures, and, globally, the central systems of the ATM and the operators, consequently involving all the different industrial suppliers at each part of the chain and of each of the operators, as well as the ATM.

At operational level in public transport service management, the most noteworthy fact is the start-up of a blacklist management process which, for reasons of manifest technological obsolescence of the current validation and sale systems, is carried out to a limited and uneven extent by the different transport operators – rail transport operators currently have the maximum capacity. These blacklists are generated by the ATM in the context of its role as co-ordinator of the entire system and which it updates for each operator, striving to achieve the highest possible efficiency of the combination of the affected demand and the technical limitations of each transport operator's systems.

The implementation of these actions has coincided with the start of 2014, as initially planned, and has also assured the co-existence of old tickets – in operation in 2013 - and the new tickets – we should remember that the tickets for a financial year are valid until February or March of the following year, depending on whether they are multijourney tickets or quarterly cards-, so that travellers are not affected and, consequently, the image of quality of the operation of Collective Public Transport is maintained.

Finally, it can be concluded that the actions have been carried out with the aim of extending, far beyond their useful life and as long as possible, the operating capacity of the current facilities, to coincide with the implementation of T-Mobilitat. In this regard, T-Mobilitat is the project that will assure the necessary integrity and security of the validation and sale system for the future.

T-Mobilitat Project

After the successful implementation of the Integrated Fare System in the Barcelona area and bearing in mind the manifest technological obsolescence of the magnetic strip, the ATM proposed to establish a new electronic ticket system based on six levels of actions:

- A new technological model based on incorporating contactless chip technology in sale and validation.
- A new fare model with a pricing policy providing discounts according to use, adapting the price of public transport to the actual mobility of each citizen.
- A new payment system in which citizens can choose between prepayment (charging the card) or postpayment (paying the transport bill by direct debit) of their journeys.
- A new management system in respect of implementation (of machinery and systems), maintenance and operation. Single management of immediate information on sales and validations.
- A new Customer Service Centre to provide information and handle processes and issues associated to the mobility card.
- A new Transport Information Management Centre, which will have information in real time on supply and demand and will allow for improvements in the management of global incidents in the system and in providing information to citizens.

A basic consideration is that the new system must be convenient and attractive for citizens, in order to facilitate mobility and favour the use of the collective public transport system.

Taking into account the inherent technical, legal and financial complexity of the implementation of the new technological, fare and management system, and in order to have a flexible mechanism, especially with regard to the assignment of risks, the ATM has considered that the most suitable solution is to initiate a tender process for the award of a collaboration contract between the public and private sector, in accordance with the provisions of article 11 of Royal Legislative Decree 3/2011, of 14th November, approving the Public Sector Contracts Act (Consolidating Act).

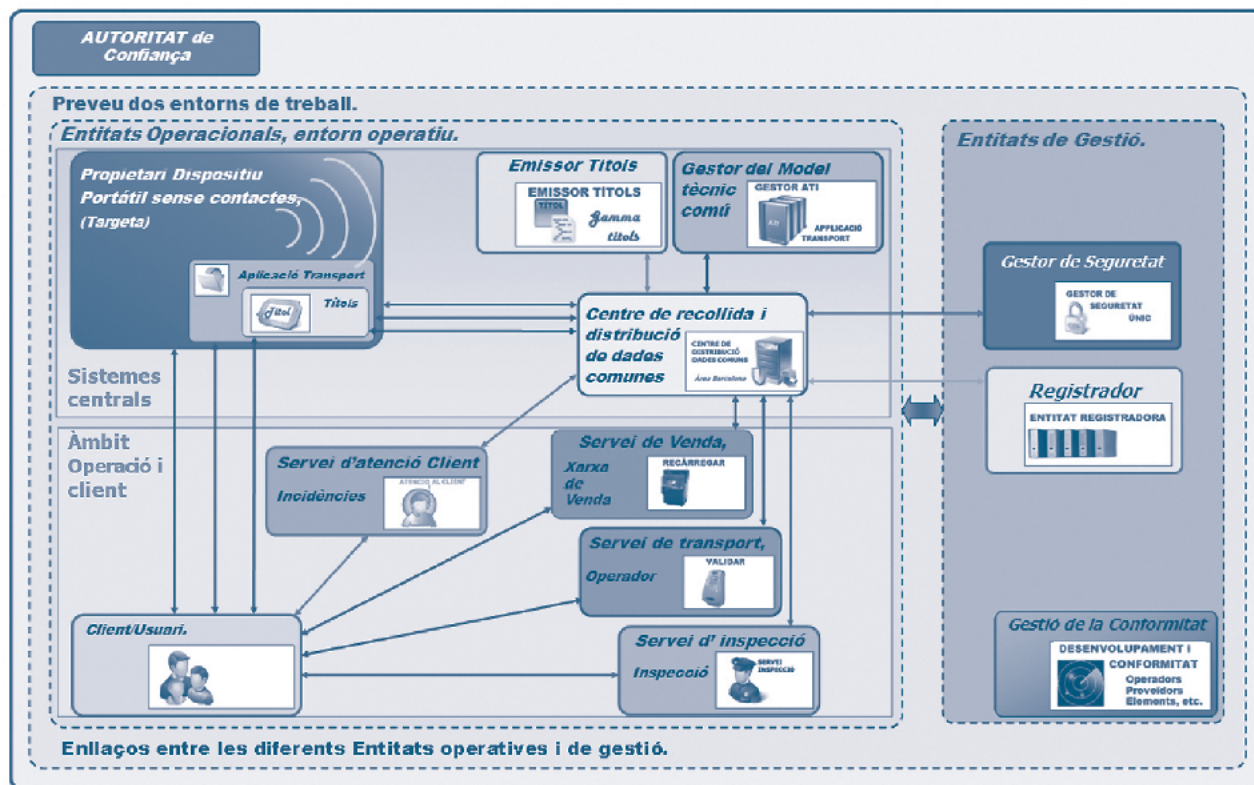
The project was approved by the Board of Directors of the ATM on 22nd July 2013, and the above-mentioned contracting process through competitive dialogue commenced in October. The contract is expected to be awarded in the third quarter of 2014.

The implementation of the new mobility card will replace the 84 integrated public transport tickets that current co-exist in the Integrated Fare System in Barcelona. However, the T-Mobility project is not limited to public transport, but has a wider scope, in accordance with current trends and needs: it has become a pioneering project in the integration of all mobility services that will converge in one card.



The T-Mobilitat technological system has been developed by the ATM in conjunction with the main public transport companies, aware of the obsolescence of the current machinery and fare system, created in 2001 with the fare integration of the public transport services that existed at that time in the city and the metropolitan belt. The needs have changed, and that system lacked the flexibility, security and versatility that the new technology will give to the new Catalan mobility card. The new system has been designed following a model of open and internationally regulated specifications (European ITS Directive of 2010).

ISO/IEC 24014 REFERENCE MODEL FOR AN INTEROPERABLE FARE MANAGEMENT SYSTEM



T-Mobilitat uses contactless technology and is based on a high-performance chip, applicable in many forms, from a card to a wristband, and including smartphones. The replacement of all magnetic machinery will be accompanied by a new fare and management system, more adaptable to users' needs and which, by offering data on use in real time, will represent a qualitative leap in the information available to operators and will provide support to them in making decisions on the service. In the new fare system, the price of each journey will adapt to the actual mobility of each citizen, with discounts for use, extending the marketing channels: citizens may choose between prepayment, postpayment (by direct debit), Internet recharging and payment by mobile phone.

The aim of the ATM is to start implementation in the middle of 2015 and culminate the migration process in 2017 with integration in the T-Mobilitat project of transport and mobility systems of Tarragona, Lleida and Girona. This will make it possible to travel throughout all of Catalonia with a single transport card.

Financing of the system

One of the main functions of the ATM is to act as the financial hub of the entire metropolitan collective public transport system. In this way, resources to carry out a programme of continuous improvement of the public transport for the Barcelona metropolitan region are guaranteed.

In this regard, the most important instrument defining the metropolitan public transport financing framework is the programme contract signed by the ATM, as representative of the administrations in the consortium (Catalan Government, Barcelona City Council and AMB) with the General State Administration (GSA).

The main mission of the programme contract is to define the cost of the system and establish the two main sources of financing: ticket revenues and contributions from the public administrations in the consortium and from the GSA.

On 23rd December 2013, the 2013 programme contract was signed between the GSA and the ATM, involving a subsidy from the public administrations of 691 M€ for the metropolitan public transport network for this year, distributed as follows among the public administrations: 281 M€ from the Catalan Government, 95 M€ from the GSA, 95 M€ from the AMB, 80 M€ from Barcelona City Council, and other deferred contributions.



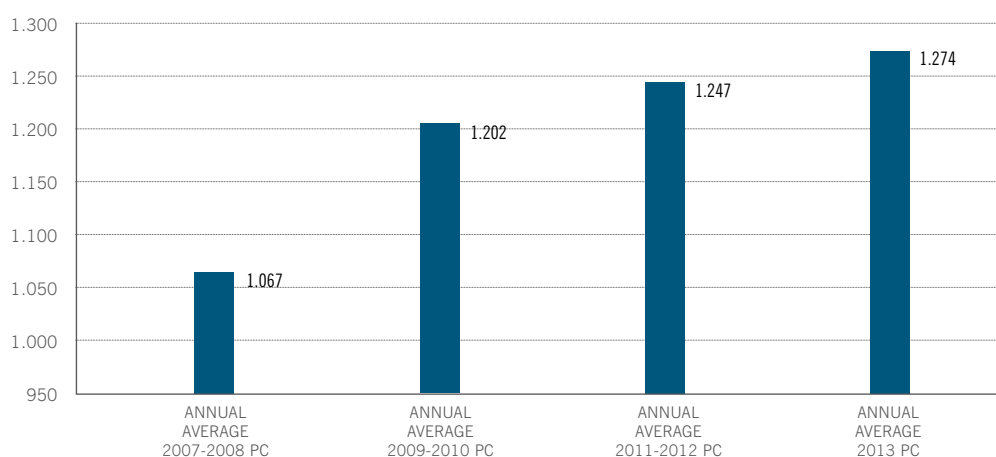
Evolution of the cost of the public transport system

A comparison of the last four programme contracts formalized between the General State Administration and the ATM shows that the cost of the public transport system in the Barcelona metropolitan region has increased from 1,067 M€ per year on average in the 2007-2008 contract to 1,274 M€ in the 2013 programme contract, which represents a 19 % increase over the last six years.

EVOLUTION OF THE COST OF THE SYSTEM

UNITS
M€/YEAR

● Total cost



This increase in cost is due to the increase in the supply of public transport in recent years, with new lines and new services coming into operation, which have involved an increase in transport costs.

Evolution of public transport system financing in the RMB

The cost of the public transport system in the Barcelona metropolitan region –RMB– is funded from two sources: revenue obtained from the sale of tickets and subsidies contributed by the public authorities.

The evolution of the financing of the system through subsidies and ticket sales revenue (fares) in the programme contracts signed by the ATM is detailed in the following table.

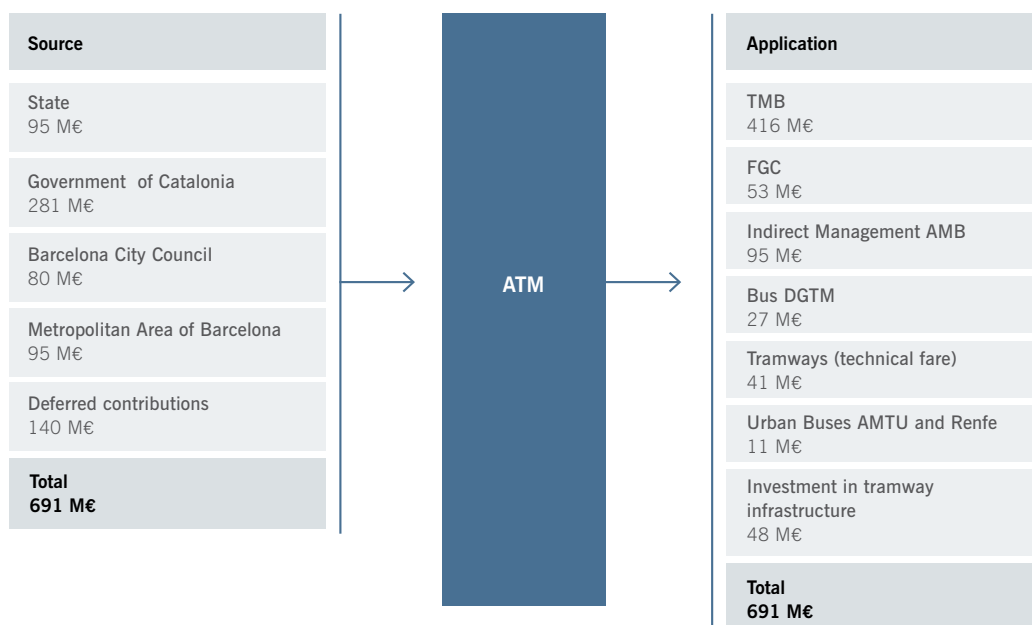
	ANNUAL AVERAGE 2007-2008 PC	ANNUAL AVERAGE 2009-2010 PC	ANNUAL AVERAGE 2011-2012 PC	PC 2013
Subsidies	605	704	690	691
Ticket sales revenue	463	499	557	582
Total cost	1,067	1,202	1,247	1,274

Distribution of subsidies 2013

The distribution of the subsidies established in the 2013 programme contract, totalling 691 M€, among the different system operators is shown below:



SUBSIDIES 2013



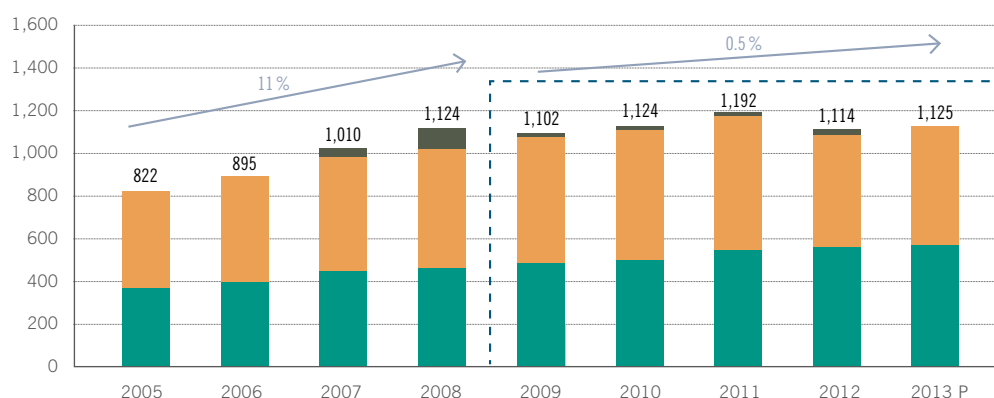
Evolution of the system deficit

Changes in mobility habits as a result of the economic downturn, the promotion of concession fares by the administration which means that 22 out of every 100 passengers travel with highly subsidized or free tickets and the smaller contribution from the administrations deriving from budgetary restrictions has means that the average annual growth rate (AGR) in revenues is 0.5 % since the start of the downturn, as can be seen below:

SYSTEM INCOME

UNITS
M€/YEAR

- Revenue from users
- Real contributions from public administrations
- Other
- Deficit period
- TMC

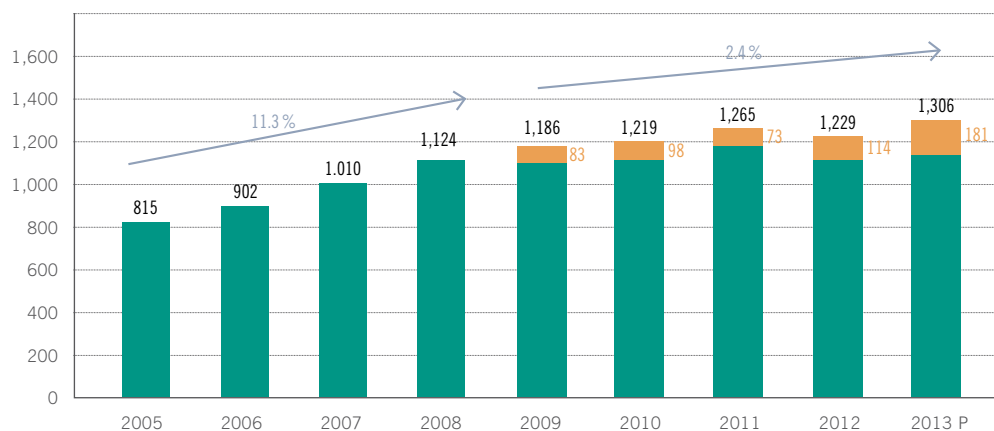


The evolution of income and costs has generated a deficit in the system since 2009, with an accumulated total at the end of the year of 546.6 M€.

SYSTEM COST (CURRENT NEEDS)

UNITS
M€/YEAR

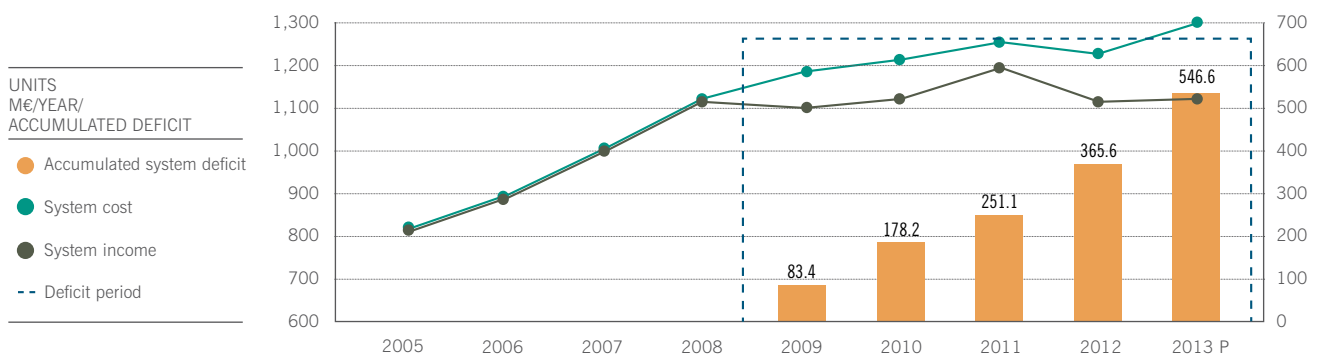
- Deficit
- Total system income and system cost
- TMC





The accumulated evolution of the deficit approved by the administrations in the programme contracts, shown as deferred contributions, with no timing commitment in respect of contribution to the system, can be seen in the following graph:

SYSTEM DEFICIT (GROSS BORROWING)



The deficit in the public transport system must be cleared, and the system must be taken out of the situation of financial insolvency in which it finds itself, restoring the balance of current expenditure and refinancing the debt.

In this regard, work has commenced on a financial restructuring programme for the public transport system with two distinct lines of action: balancing the current needs of the system and the contributions from the administrations and, secondly, refinancing the system's debt.

Other actions

Operation Aid System - SAE

In 2013, the Operation Aid System –SAE, Sistema d'Ajut a l'Explotació of shared resources has become consolidated as a tool for the management and regulation of the fleet in most road public transport operators, and as an online information provider on arrival time at the stop for vehicles in service.

This system currently consists of 1,040 buses regulated by 30 companies inside and outside the geographical area covered by the ATM and three public authorities that have direct computer access to the information generated by the operations of their concession-holder companies.

In this regard, throughout 2013 internal improvements have been made to the SAE software in order to increase connectivity and accessibility for operators, using equipment virtualization for this purpose.

In addition, in 2013 real-time information has continued to be provided at bus stops, mostly located in Barcelona and the other municipalities in the metropolitan region of Barcelona, and on web and mobile applications providing real information on arrivals managed both by operators and the administration. At all bus stops used by several lines managed by the multifleet SAE, information on estimated arrivals are provided, so that users receive information independently of the transport service operator. Specifically, the multifleet SAE currently provides information on more than 2,050 stops. It should be borne in mind that this system is harmonized with the main SAE systems in the metropolitan region of Barcelona –TMB, TUSGSAL and CETRAMSA– so that the production of real-time information is independent of projects to install panels and/or combine information from different sources at stops used by several operators, thus continuing to foster the measure of the Mobility Master Plan related to the promotion of information management at connections.

In this regard, improvements have been made in 2013 to the applications that handle information on arrival times at stops, and in the renewal of servers to increase their power and capacity and thus satisfy the demand for information of more web or mobile apps, as well as at stops. Furthermore, the ATM panels have been migrated to an integrator, which has made it possible to manage a single webservice.

At the same time, in light of the demand for the use of the information generated by the SAE, such as punctuality, regularity, new indicators, etc. both from the operators and

the authorities, the ATM has continued to develop the use of the information based on the Business Intelligence model, which provides a synergic platform with advanced data mining techniques which is available to users (companies, owners) who do not have to be experts in computers or statistics. This tool means that operational points can be identified that previously could affect the overall results, increases the speed of diagnosis of anomalies in the operation of the SAE, makes the autonomous generation of indicators more flexible and frees up resources of the systems departments.

Thus, throughout 2013 the ATM has created new information that can be consulted by operators and the administrations. At the same, there has been a substantial increase in the capacity of the calculation engine in order to reduce the processing time of queries and increase the volume of data that it is capable of handling.

Finally, it should be noted that the multifleet SAE continues to participate in other complementary passenger information projects. The most significant example of this is the Catalan Government public transport router, *MOU-TE*, which provides information to the companies that request it, once again showing the advantages of the multifleet SAE in ensuring efficient management of resources.

SERMETRA SL

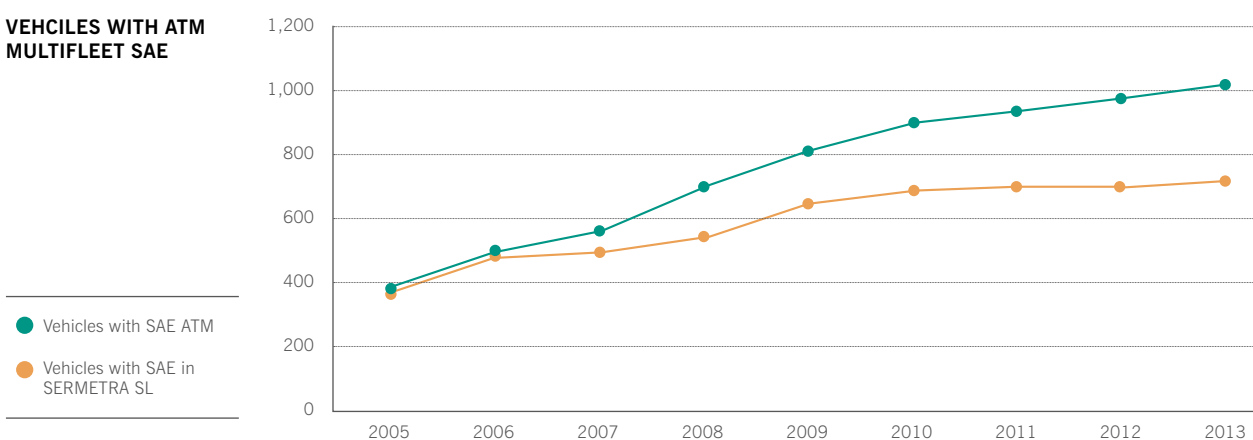
The object of the joint-venture company SERMETRA SL is to provide preventive, corrective and evolutionary maintenance of integrated passenger public transport ticket sales and validation systems and systems of assistance to the operation of this type of public transport services.

At the end of 2013, SERMETRA has 8 maintenance contracts of different types with various suppliers in the industry who provide services to the different customers, which total 36 transport companies.

Through its management, SERMETRA SL fulfils a role generating economies of scale in terms of operational and economic efficiency insofar as it acts as a hub in relations between operators and suppliers through single contracts, and takes advantage of any synergies that can be created in both directions.

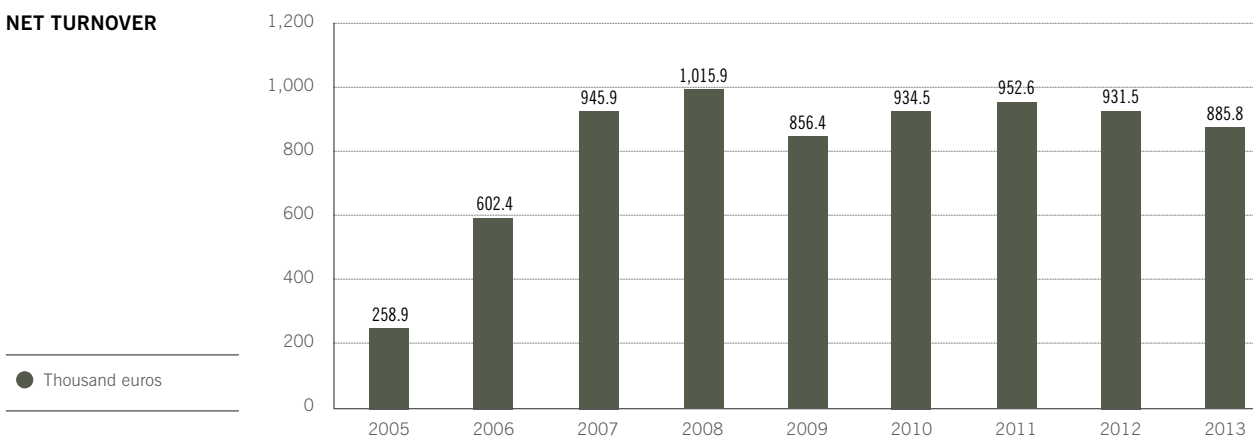
SERMETRA currently manages more than 1,900 sale and validation machines, as well as 725 vehicles fitted with ATM multifleet SAE out of a total of 1,017.

VEHICLES WITH ATM MULTIFLEET SAE



This volume represents net turnover of approximately 900,000 € in 2013.

NET TURNOVER



During 2013, SERMETRA SL has maintained the quality standards of the different maintenance services for bus onboard validation and sales systems (SVV), and operation aid (SAE) systems while never failing to seek continuous improvement in each of these services.

At the same time, resources have been assigned to the prolongation of the useful life of SAE and SVV, proposing new models for their conservation and renovation without increasing the maintenance cost for the transport operators.

As regards contractual relations with suppliers, in the last quarter of 2013 the procedures for renewals of the contracts for 2014 were carried out, observing the principles of publicity, competition, transparency, confidentiality, equality and non-discrimination, in which SERMETRA acted as the awarding authority. In this way SERMETRA SL has followed the internal contracting instructions that were created in order to carry out this process and all future processes.

In addition, SERMETRA SL has been very actively involved in the management of real-time dynamic information provided by ATM for the different information channels of the transport operators and local councils, canopies, mobile apps, websites, including TMB, AMB, AMTU, the Government of Catalonia (TES), etc. At the end of 2013 it is handling the emission of a volume of information corresponding to more than 2,200 stops.

Finally, SERMETRA has participated in the identification, design and implementation of the actions aimed at preventing manipulation and falsification of tickets that the ATM, in conjunction with the operators of the Integrated Fare System, has carried out in the second half of 2013.



External action

EMTA, European Metropolitan Transport Authorities

The EMTA is the association of transport authorities for around thirty European cities that brings together the most relevant metropolitan conurbations in Europe, of which ATM is a member. Every year it holds two general meetings, as well as a number of working meetings at which matters of common interest to all members are debated. The ATM participated actively in the two half-yearly meetings held in 2013 in Copenhagen and Vienna, at which it gave a talk on *How to cope with diminishing public finances? Challenges for smarter network efficiency* at a round table discussion on the consequences of the economic downturn on the public transport supply.

The ATM is also part of the Management Board of the EMTA, and has therefore participated in the meetings held by that governing body. It is also an active member of EMTA working group on e-ticketing. This year it attended the meeting on *NFC ticketing* held in Paris.

Twice a year the EMTA publishes a "barometer", a compilation of mostly quantitative information on aspects of mobility and public transport for each city. The 2012 edition is currently available; over time a databank of the cities has been generated which lets efficient, synchronous and diachronous comparisons be made between all the regions and cities included in the survey.

The various transport authorities also send out surveys to each other on crucial matters for each of them, to which the other authorities respond. A by-product of these surveys are the reports which the EMTA often publishes and which contribute to creating a common culture.

Mobility Observatory

The Mobility Observatory is a working group promoted jointly by the Ministry of Agriculture, Food and the Environment and by the Ministry of Public Works, which brings together the transport authorities of around twenty metropolitan regions of Spain. As well as being a discussion group that organizes seminars on matters of interest to the participants, it publishes the annual journal *Observatorio de la Movilidad Metropolitana*, which sets out a compilation of a number of indicators from all the regions, and is presented in one of the member cities in the course of a conference. This is a useful tool as it permits a comparison between the different metropolitan conurbations of the State. It is comparable to the EMTA

barometer referred to above, but on a Spanish scale.

This year the Tenth Conference of the Mobility Observatory was held, at which the 2011 edition of the Observatorio journal was presented, in Lleida.

European Projects

The Superhub Project (acronym of *SUstainable and PErsuasive Human Users moBility in future cities*) of the 7th Framework Programme of the EU brings together 20 members, both companies and authorities, including the ATM. It seeks to develop and open platform that is capable of:

- compiling real-time data from all possible mobility sources, mostly sustainable,
- informing users and advising them of the most suitable mode of transport and route.

This platform is intended to display and combine in real time all the possible mobility options that might meet the user's needs, and show the user various travel alternatives. Superhub trials are being carried out in three cities: Barcelona, Helsinki and Milan. The ATM is responsible for the trials in the Barcelona metropolitan region.

The project started in September 2011 and is set to last for three years. During 2013, the second year has been completed and several prototype of the application have been prepared. An assessment has also been carried out by the European Commission.

Attention should be drawn to the event to explain the project, organized by Catalan members and held in Barcelona, at the headquarters of the Department of Territory and Sustainability in September, attended by about one hundred people.

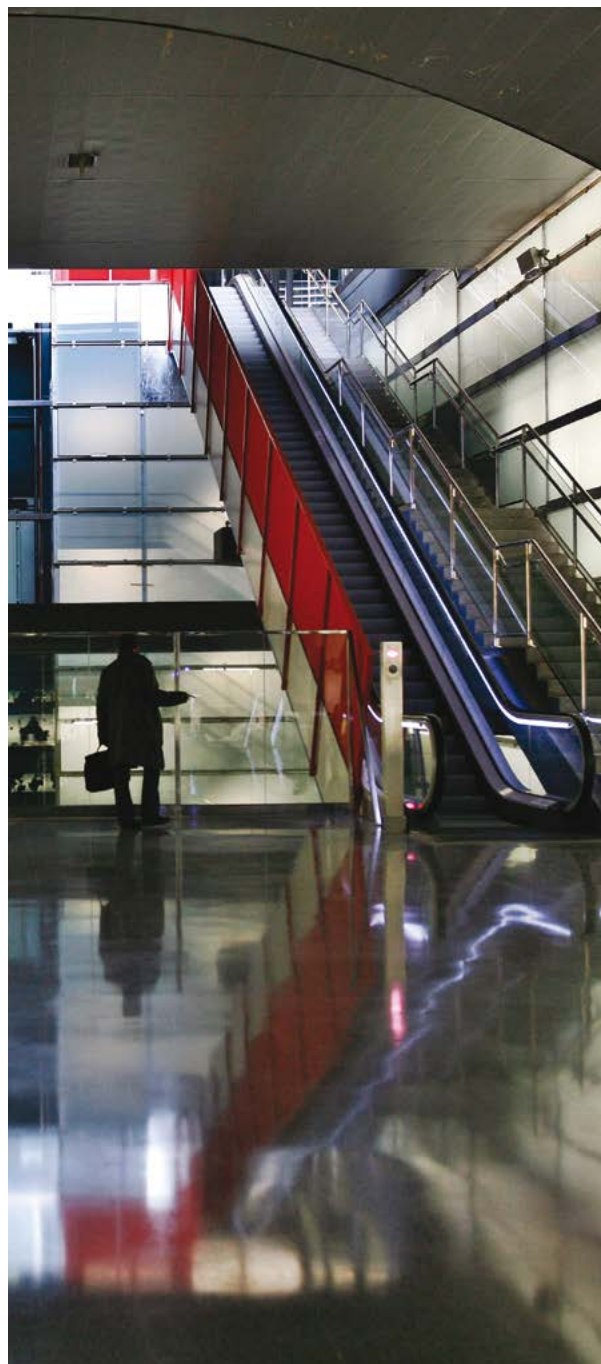
The ATM also participates in the MyWay project (*European Smart Mobility Resource Manager*). As with Superhub, this project is included in the 7th Framework Programme and also seeks to devise an application to inform and advise users on their mobility needs. The difference compared to Superhub lies in the approach of the project, more focused on individual means of public transport, such as public bicycles or bus on demand.

Fifteen organizations or companies from six different countries participate in this project. Catalan participation involves the Catalan Government, represented by the Directorate General of Transport and Mobility, together with the ATM and a further three companies. Trials of the application are planned at three locations or "living laboratories", according to the project terminology: Catalonia and the Barcelona Metropolitan Region in particular, Berlin and Trikala (Greece).

In September, the launch meeting was held for the project, which is set to last 30 months, i.e. until March 2016.

The aim of the City-Hub project is intermodality. Among other objectives associated to this concept, it analyses several interchanges with the intention of facilitating interconnectivity between modes of transport and reducing emissions as a result of good design.

The ATM participates as advisor and evaluator. In 2013 a project meeting was held in Budapest.



Action COST AND TU0804 Shanti i TU1004 Transits

COST, acronym of Cooperation Scientifique et Technique, is a European initiative bringing together a range of specialists who are experts on a subject, with the aim of ultimately issuing a document, often a book, that is of interest for the community of European professionals who work on the same subject.

The purpose of COST TU0804 Shanti, acronym of Survey Harmonisation with New Technologies Improvement, is the analysis and harmonization of the various different mobility surveys carried out in the countries of the European Union.

A representative of the ATM is a member of its Management Committee. The working group is expected to continue for 4 years, from 2009. In March 2013, the final document was delivered at a meeting held in Brussels.

The above-mentioned document is a 149-page report, available to the public, with the following index:

- Introduction.
- Analysis of the different methodologies of national mobility surveys in Europe.
- Towards comparable statistics on mobility of people in Europe. Recommendations for obtaining comparable results from mobility surveys.
- Subsequent harmonization of data from mobility surveys in Europe.
- Necessary data.
- Proposed questionnaire.
- New technologies for acquiring passenger behaviour.

The ATM participates in another COST action, TU1004, entitled Modelling public transport passenger flows in the era of intelligent transport systems. As can be inferred from its title, this action seeks to rethink public transport modelling by incorporating the possibilities offered by ITS.

A member of the ATM also sits on its Management Committee, and it is also established for a term of 4 years as of 2011. In 2013 a meeting was held in Frankfurt, another in Stockholm and a final one in Dresden. At the Stockholm meeting, the ATM presented a conference on The use of ticket validation for transit planning purposes, which described the demand forecast models that the ATM uses in drawing up the PDI and also the PDM, the initiation information for which comes largely from the fare integration database.

The principal aim of this project is to draw up a monograph on the subject matter of the Action described

above. The ATM was commissioned to write chapter 2 of the publication, The role of public transport in sustainable cities and regions, which has been done during this year.

Participation in PIARC, Work Road Association

The ATM attended two meetings of the technical committee on sustainable urban transport of this association. The first was held in Providence (Rhode Island, USA) in May, and the second in Buenos Aires in November.

Other international activities

The ATM responded to invitations to present some of its developments. The most noteworthy activities in 2013 in this regard were:

- Sfax, Tunisia. Participation in and presentation of the ATM at a regional conference on sustainable urban transport.
- Casablanca, Morocco. Participation in and presentation of the ATM and its competences at the *Atelier sur l'intégration des transports publics* organized by the AODU, mobility authority in Casablanca. This was complemented with a visit to Barcelona by representatives of the AODU.
- Madrid. Technical Conference at which the ATM presented the development of the PDM.
- San José, Costa Rica. Participation in a congress on integrated fare and electronic payment. Visit to the National Chamber of Transport and meetings at the Ministry of Public Works and Transports and at the Public Services Regulatory Authority.
- Madrid. Working conference organized by IBM with the title "Challenges and opportunities for banking in the mobile society", at which the ATM presented the talk *An example of the advantages of contactless in the current mobile society*.
- 4th AECOC Forum of Urban Goods Transport.
- Barcelona. SEAT Workshop "Future of Urban Mobility".
- Lima, Peru. 3rd Iberoamerican Conference on sustainable urban mobility.
- London, United Kingdom. Mobile commerce round table on mobile NFC public transport.



Visits to the ATM

The ATM receives requests for visits from a number of organizations (institutions, associations or universities) interested in different aspects of its activity as a public transport and mobility authority. During 2013, the following visited the ATM:

- University of Manchester, United Kingdom.
- Càtedra Abertis, Barcelona.
- France and Spain business meeting at the Mediterranean Corridor.
- Lagos Metropolitan Area Transport Authority (LAMATA) from Lagos, Nigèria.
- Dhaka Transportation Coordination Authority (DTCA) from Dhaka, Bangladesh.
- Delegation from Quito, Ecuador.
- Management of the Tenerife Metropolitano.
- Delegation from the Korean Transport Institute.

ω | System statistics



TransMet figures 2013

In 2013 demand for public transport in the Barcelona area totalled 900.1 million passengers, which is 0.03 % more than in 2012. After lower demand at the start of the year, the change in trend in use of the transport system throughout the second half of the year meant the number of passengers remained stable compared to the previous year.

Transport by bus accumulated 325.8 million passengers, an increase of 1.3 % compared to 2012. The AMB buses –covering Barcelona and the first fare ring– underwent growth of 1.7 % with 257.5 million passengers in 2013. Interurban transport recorded an increase of 1.8 %, with 30.2 million passengers compared to 29.6 million in 2012. In the case of urban transport in towns of the AMTU, demand totalled 39.1 million passengers, a reduction of 1.6 % compared to the previous year.

Rail demand totalled 574.3 million passengers, 0.7 % fewer than in 2012. By operators, FMB and the Catalan commuter rail network operated by RENFE saw a decrease in demand by 0.1 % and 0.8 %, respectively, while FGC increased the number of passengers by 0.6 % and the tram by 0.5 %.

In terms of supply, five TB lines of the New Bus Network came into service: H8 (Camp Nou – La Maquinista), H10 (Badal – Olímpic de Badalona), H16 (Paral·lel – Fòrum), V3 (Zona Franca – Can Caralleu) and V17 (Port Vell – Carmel).

Attention should also be drawn to the incorporation of the Igualada – Barcelona (June) and Vall del Tenes – Barcelona

(September) services into the *expres.cat* network, and the start-up of the service for the Granollers conurbation, which offers urban services to Granollers, la Roca del Vallès, les Franqueses del Vallès and Canovelles.

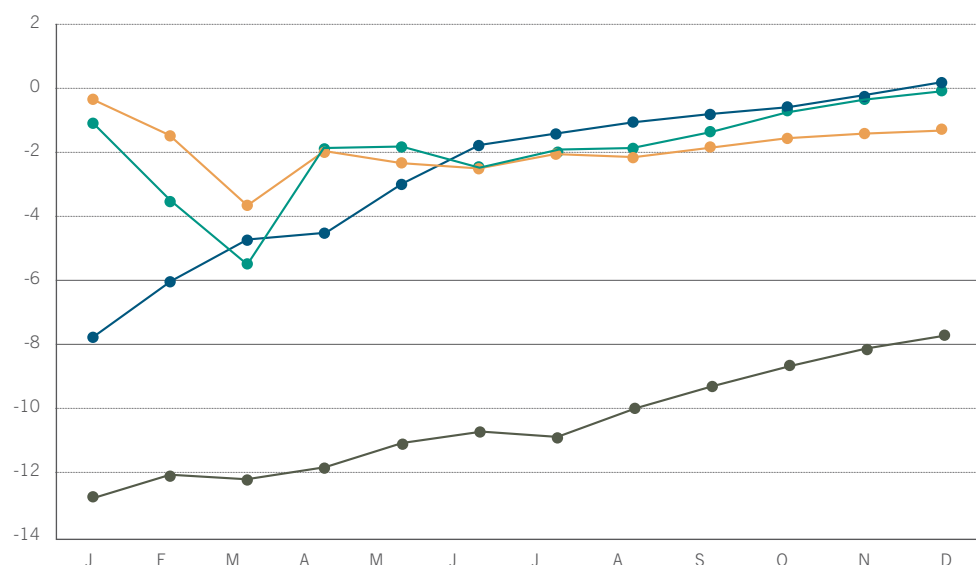
The graphic below shows the accumulated interannual variation rate of the different passenger mobility indicators. The indicators show an upward trend starting from the second third of the year, and the total recovery of demand for collective public transport compared to the previous year is especially noteworthy, in contrast to the interannual figure for private transport, which is still negative, both for road accesses to the city of Barcelona and the toll motorways.



MONTHLY PASSENGER MOBILITY 2013

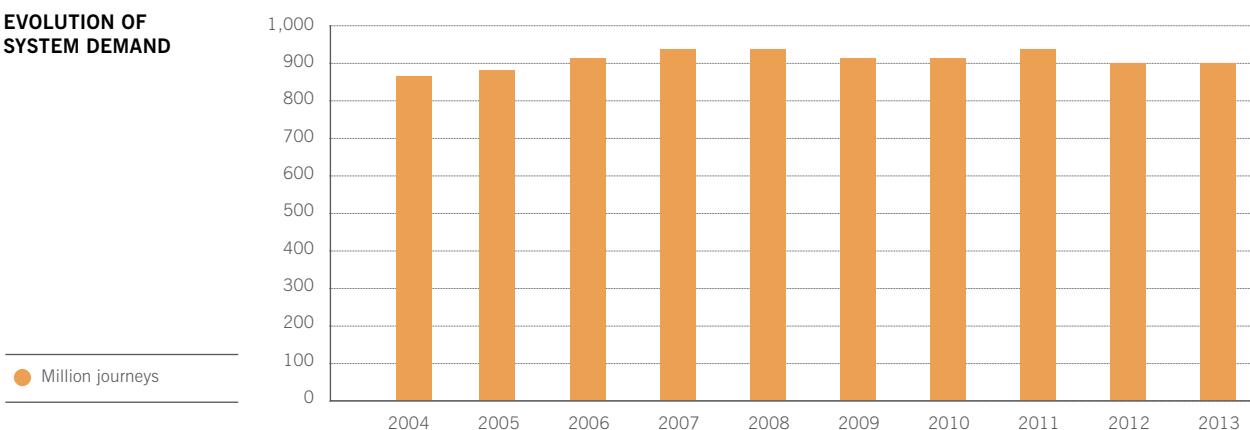
ACCUMULATED INTERANNUAL VARIATION RATE
UNITS: PERCENTAGE/MONTH

- Barcelona airport passenger traffic
- Collective public transport
- Traffic on roads into the Barcelonès region
- Light vehicle traffic on toll motorways



Source: Mobility and economic indicators ATM 2013

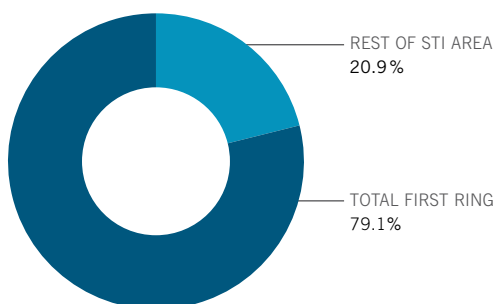
EVOLUTION OF SYSTEM DEMAND



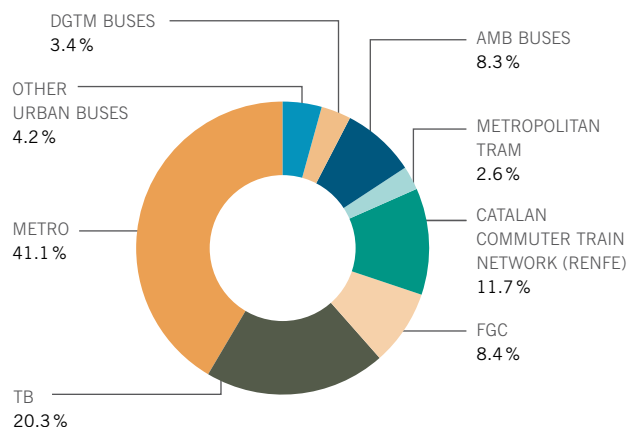
KEY FIGURES 2013

	LINES	NETWORK (KM)	VEH-KM (MILLIONS)	↑ SUPPLY 13/12 %	JOURNEYS (MILLIONS)	↑ DEMAND 13/12 %	REVENUE (M€)
Metro	7	102.6	84.3	-1.1 %	369.9	-1.0 %	240.17
FGC	2	143.9	30.5	-3.0 %	75.5	0.6 %	68.27
Catalan commuter train network (RENFE)	6	456.4	106.5	-0.2 %	105.1	-0.8 %	136.35
Metropolitan Tram	6	29.1	2.5	-2.5 %	23.8	0.5 %	12.52
Rail subtotal	21	732.0	223.7	-0.9 %	574.3	-0.7 %	457.31
Transports de Barcelona	102	879.0	40.8	1.3 %	183.0	1.7 %	131.78
AMB buses (managed indirectly)	105	1,292.6	36.4	-0.7 %	74.6	1.7 %	75.86
DGTM buses (Catalan Govt.)	352	10,251.4	39.7	0.8 %	30.2	1.8 %	38.61
Other urban buses	120	1,045.2	13.1	-2.3 %	38.1	-1.6 %	20.02
Bus subtotal	679	13,468.2	130.0	0.2 %	325.9	1.3 %	266.27
TOTAL	700	14,200.2	353.7	-0.5 %	900.2	0.0 %	723.59

DISTRIBUTION OF JOURNEYS BY AREA



DISTRIBUTION OF JOURNEYS BY OPERATORS



RAIL MODE	LINIES	NEWTORK (KM)	STATIONS	TRAINS/PEAK TIME AND DIRECTION	VEH-KM (MILLIONS)	JOURNEYS (MILLIONS)	REVENUE (M€)
◦ STI first ring							
Metro							
L1		20.7	30	16	18.0	100.9	
L2		13.1	18	17	11.2	41.2	
L3		18.4	26	18	16.6	80.1	
L4		17.3	22	15	13.5	50.9	
L5		18.9	26	20	16.9	86.7	
L9/L10		11.1	12	20	7.6	8.3	
L11		2.3	5	8	0.4	1.1	
Montjuïc funicular		0.8	2	6		0.7	
Metro subtotal	7	102.6	141	120	84.3	369.9	240.17
FGC							
Barcelona-Vallès Line		12.0	18	32	6.9	25.9	13.79
Llobregat-Anoia Line		12.0	11	15	4.7	13.5	7.20
FGC subtotal	2	24.0	29	47	11.6	39.4	20.99
Catalan commuter train network (RENFE)							
R1		29.0	12	10		6.7	
R2		46.1	13	10		7.1	
R3		20.1	9	3		1.1	
R4		26.5	13	8		6.1	
R7		7.8	5	4		0.5	
Rodalies Subtotal	5	129.5	52	35	nd⁽³⁾	21.6	nd⁽³⁾
Metropolitan Tram							
Trambaix	3	15.1	29	15	1.5	16.1	8.69
Trambesós	3	14.0	27	8	1.0	7.7	3.84
Tram subtotal	6	29.1	56	23	2.5	23.8	12.52
Total first ring STI	20	285.2	278	225	98.4	454.7	273.68
◦ Rest of STI							
FGC							
Barcelona-Vallès Line		32.0	15	22	9.3	28.7	35.19
Llobregat-Anoia Line		87.0	31	8	9.6	7.4	12.09
Gelida funicular		0.9	3	2	0.0	0.0	0.00
FGC Subtotal	2	119.9	49	32	18.8	36.1	47.29
Rodalies de Catalunya (Renfe)							
R1		65.6	19	10	24.0	27.6	
R2		95.6	21	10	41.3	24.7	
R3		56.7	12	3	8.9	5.2	
R4		115.0	27	8	28.6	23.2	
R7		5.7	2	4	1.4	1.9	
R8		40.6	8	1	2.3	0.9	
Rodalies subtotal	6	379.2	89	36	106.5	83.5	136.35
Total rest of STI	8	499.1	138	68	125.3	119.6	183.63
Rail system total	21	732 ⁽¹⁾	384 ⁽²⁾	228.0	223.7	574.3	457.32

(1) Does not include doubling of network assigned to each line.

(2) Does not include doubling of stations assigned to each line.

(3) Figures for the Catalan commuter rail network (RENFE) refer to the entire STI.

BUS MODE	LINIES	NETWORK (KM)	VEHICLES IN SERVICE	AVERAGE AGE OF FLEET IN SERVICE	VEH-KM (MILLIONS)	JOURNEYS (MILLIONS)	REVENUE (M€)
o AMB-managed buses							
Transports de Barcelona, SA	102	879.0	835	8.0	40.8	183.0	131.78
Authosa	2	8.6	9	4.8	0.4	1.9	0.72
Mohn, SL	22	400.1	128	6.2	9.4	16.4	9.35
Oliveras, SL	13	136.2	56	5.6	4.1	8.1	3.83
Rosanbus, SL	10	103.5	59	6.9	3.4	11.1	5.30
TCC2, SL	2	25.1	10	8.9	0.5	0.4	0.18
Tusgsal	41	495.0	250	6.4	12.5	29.0	12.66
Soler i Sauret, SA	7	40.5	15	8.0	0.8	1.6	0.64
SGMT, SL	2	34.1	23	4.3	4.0	4.8	24.73
Bus Nou Barris, SLU	4	26.1	5	8.4	0.4	0.4	0.14
UTE Julià – Trapsa – Marfina Bus	2	23.6	36	3.8	1.1	0.9	18.32
Total STI first ring	207	2,171.5	1,426	7.2	77.2	257.5	207.64
o Rest of STI: DGTm bus – interurban transport							
Autocars R. Font, SA	10	165.9	11	6.9	1.1	1.0	0.97
Cingles Bus, SA	18	433.3	17	6.7	1.4	0.9	0.98
Cintoi Bus, SL	8	214.0	36	7.8	4.5	1.2	2.33
CRA La Hispania, SA	22	429.2	19	6.6	1.6	1.8	1.55
Empresa Casas, SA	17	321.9	34	8.5	3.1	3.2	4.52
Empresa Sagalés, SA	51	1,182.7	37	6.8	3.2	2.5	3.89
Empresa Plana, SL	4	146.8	11	9.0	0.9	1.2	1.36
FYTSA	25	732.5	33	6.2	3.0	2.7	3.27
La Hispano Igualadina, SL	39	1,865.0	52	6.0	3.8	1.6	3.55
La Vallesana, SA	11	206.6	17	6.0	1.1	1.2	1.11
Sarbus (Marfina Bus, SA)	17	352.7	51	7.0	4.6	4.4	4.51
Soler i Sauret, SA	24	448.0	40	6.7	2.6	2.9	2.77
Transportes Castellà, SA	20	641.7	13	6.8	0.9	0.5	0.41
Others (19)	86	3,111.2	138	6.1	7.8	5.1	7.39
Total interurban transport	352	10,251.4	509	6.7	39.7	30.2	38.61
o Rest of STI: municipal bus– urban transport							
E. Sagalés (Granollers conurbation)	7	56.6	10	10.2	0.5	1.2	0.74
CTSA – Mataró Bus	8	40.3	23	7.8	1.1	4.2	2.60
CTSA – Rubí Bus	7	48.8	13	7.6	0.8	1.3	0.67
Manresa Bus, SA	8	36.1	14	8.5	0.5	1.7	1.00
Sarbus+Saiz (Sant Cugat)	12	108.2	19	6.0	1.3	1.5	0.62
TCC (Vilanova i la Geltrú)	4	21.6	8	9.8	0.5	0.8	0.53
TMESA (Terrassa)	13	104.3	52	9.0	2.8	12.0	5.40
TUS, S. Coop. CL (Sabadell)	13	112.8	54	11.4	3.0	12.4	6.58
Others (18)	48	516.5	45	7.7	2.6	2.9	1.89
Total other urban buses	120	1,045.2	238	8.9	13.1	38.1	20.02
Total bus system	679	13,468.2	2,173	7.3	130.0	325.8	266.27

Weekday mobility survey 2013

Weekday mobility in the Barcelona Metropolitan Region is the object of an annual survey, which serves as an instrument of observation. This is a telephone survey on weekday mobility carried out on a sample of residents of the Barcelona Metropolitan Region aged over 16: they are asked about all the journeys they made on the working day before the date of the survey and their characteristics (reason for journey, mode of transport, duration, etc.).

In the Barcelona Metropolitan Region, 15.9 million journeys are made each day, equivalent to an average of 4.1

journeys per person per day.

The non-mobile population represents a total of 370,959 individuals who did not make any journey the day before the survey. This means that the total average number of daily journeys of the population is 3.8. Among the non-mobile population, the reason for not travelling was, to a considerable extent (46 %), that they did not want to or did not have any need to travel. Another main reason, in 30 % of cases, was due to illness.

BASIC MOBILITY CHARACTERISTICS

	INDIVIDUALS		JOURNEYS *	AVERAGE JOURNEYS/DAY
	ABSOLUTE	%	ABSOLUTE	
General population with mobility	3,868,109	91.2	15,895,137	4.1
General population without mobility	370,959	8.8	0	0.0
Total general population	4,239,068	100.0	15,895,137	3.8

* Journeys during the working day that are an inherent part of certain activities (commercial, courier, passenger and goods transport, etc.) are not included, and are estimated at 506,227 journeys/day. This segment represents 1 % of the population over 16 years of age, with an average of 12 work-related journeys during their working day.

Reasons for travel

Occupational mobility (for work or study), including the return journey home, represents 28.4 % of the total mobility in the region.

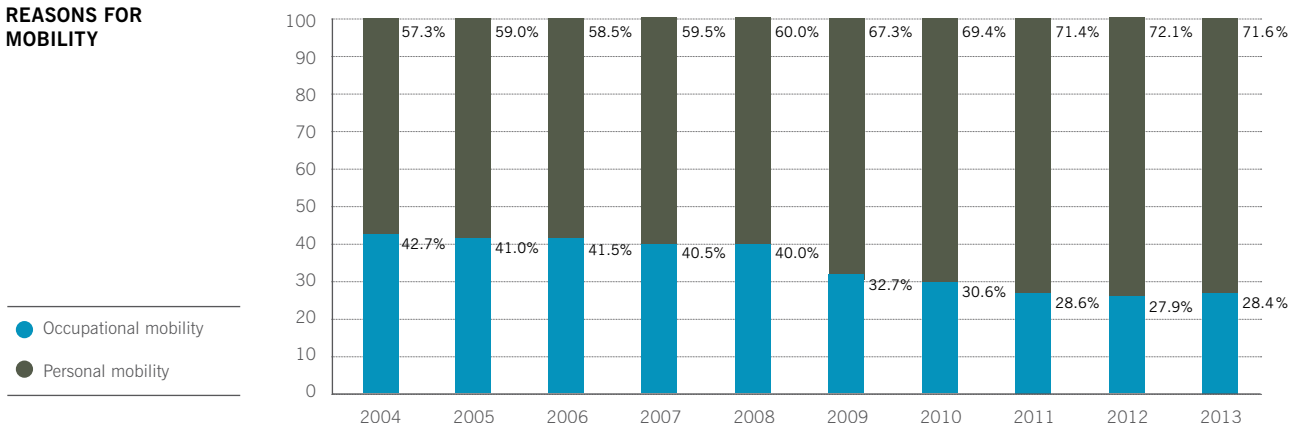


REASON FOR TRAVEL	JOURNEYS	PERCENTAGE
Work	1,986,490	12.5 %
Study	562,760	3.5 %
Occupational mobility	2,549,250	16.0 %
Shopping	1,633,833	10.3 %
Accompanying	1,456,056	9.2 %
Leisure, sport, meals, entertainment	1,061,990	6.7 %
Going for a walk	676,374	4.3 %
Personal affairs	674,376	4.2 %
Visiting a friends/family	555,636	3.5 %
Going to the doctor	292,605	1.8 %
Personal mobility	6,350,870	40.0 %
Occupational return journey home	1,965,427	12.4 %
Personal return journey home	5,029,590	31.6 %
Return home	6,995,017	44.0 %
Total Barcelona Metropolitan Region	15,895,137	100.0 %

A certain triangulation can be observed: return journeys home do not represent 50 % of the total, but only 44 %, due to the combination of journeys for different reason with a single journey home.

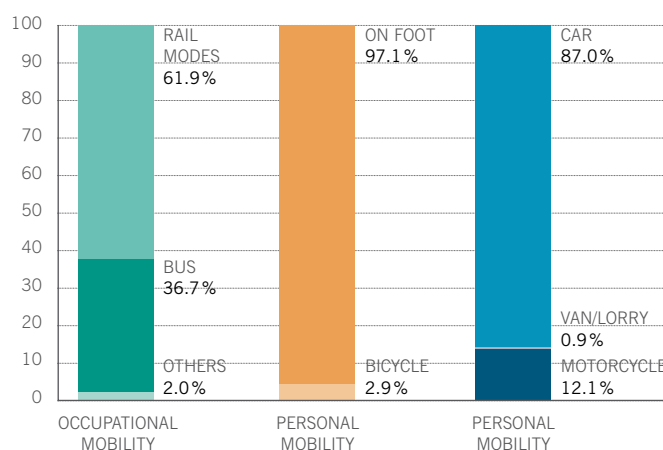
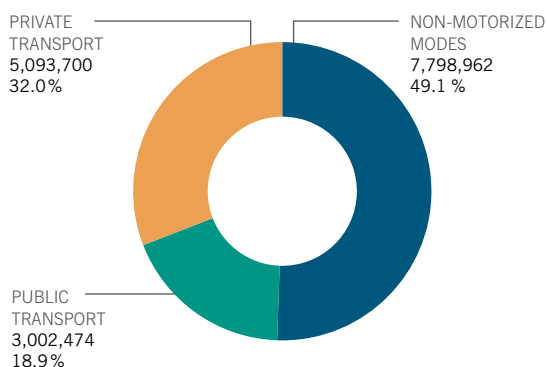
Personal mobility accounts for the majority of journeys: 11.4 million journeys are made each day in the Barcelona Metropolitan Region (71.6 % of mobility, also counting the respective return journeys). In the last decade, personal mobility has grown compared to occupational mobility.

REASONS FOR MOBILITY



Modal distribution

More than 50 % of journeys in the Barcelona Metropolitan Region are on foot or bicycle. The rest are using mechanized means: 32 % in a private vehicle and 19 % using public transport.



The average car occupation declared by those surveyed in the Barcelona Metropolitan Region is 1.6 people per vehicle.

If the modal distribution is analysed according to the reason for the journey, a clear difference is found between two

major groups of reasons – occupational and personal. Thus, occupational mobility is eminently mechanized (only 22 % of journeys are on foot or by bicycle), while personal mobility is predominantly pedestrian (60 %).

MODE OF TRANSPORT		REASON FOR TRAVEL				
		OCCUPATIONAL MOBILITY	PERSONAL MOBILITY	OCCUPATIONAL RETURN JOURNEY	PERSONAL RETURN JOURNEY	TOTAL
Journeys	Non-motorized modes	564,557	3,807,539	423,502	3,003,364	7,798,962
	Public transport	828,289	840,535	656,711	676,939	3,002,474
	Private transport	1,156,404	1,702,796	885,213	1,349,287	5,093,700
	Total	2,549,250	6,350,870	1,965,427	5,029,590	15,895,137
% column	Non-motorized modes	22.1 %	60.0 %	21.5 %	59.7 %	49.1 %
	Public transport	32.5 %	13.2 %	33.4 %	13.5 %	18.9 %
	Private transport	45.4 %	26.8 %	45.0 %	26.8 %	32.0 %
	Total	100.0 %	100.0 %	100.0 %	100.0 %	100.0 %
% row	Non-motorized modes	7.2 %	48.8 %	5.4 %	38.5 %	100.0 %
	Public transport	27.6 %	28.0 %	21.9 %	22.5 %	100.0 %
	Private transport	22.7 %	33.4 %	17.4 %	26.5 %	100.0 %
	Total	16.0 %	40.0 %	12.4 %	31.6 %	100.0 %

With regard to the total stages in the various modes of transport, the 15.9 million journeys correspond to 17.5 million stages, giving an intermodality index of 1.1.

MEANS OF TRANSPORT	STAGES	PERCENTAGE
Walking	8,293,901	47.5 %
Bicycle	252,884	1.4 %
Total non-motorized	8,546,785	49.0 %
Bus	1,421,018	8.1 %
Metro	1,303,164	7.5 %
Other rail (FGC, Commuter RENFE, Tram)	800,686	4.6 %
Rest of collective public transport	170,455	1.0 %
Total collective public transport	3,695,323	21.2 %
Car	4,541,369	26.0 %
Motorcycle	625,614	3.6 %
Rest of private vehicles	47,421	0.3 %
Total private vehicles	5,214,404	29.9 %
Total stages	17,456,512	100.0 %
Total journeys	15,895,137	
Stages/journey ratio	1.1	

The highest intermodality is found in public transport: 38 % of journeys using public transport are multimodal. The 1.15 million intermodal journeys each day on public transport break down into 45 % of journeys with a change to other public modes, 45 % of changes with private modes and 10 % with non-motorized means (on foot, by bicycle).

Mobility and time

The average duration of journeys in the Barcelona area is 21 minutes.

TYPES OF TRAVEL

	MODE OF TRANSPORT			AVERAGE DURATION
	NON-MOTORIZED MODES	PUBLIC TRANSPORT	PRIVATE TRANSPORT	
Intermunicipal	25.1	48.3	25.1	32.3
Intramunicipal	15.6	26.6	11.7	16.4
Average duration	16.1	36.8	19.0	20.9

Perceived travel time is 16 minutes on average in non-motorized modes, journeys using private transport have an average duration of 19 minutes while the average duration of journeys on public transport is higher, at 37 minutes. Naturally, journeys between towns consumer more time – in all modes – than intramunicipal journeys.

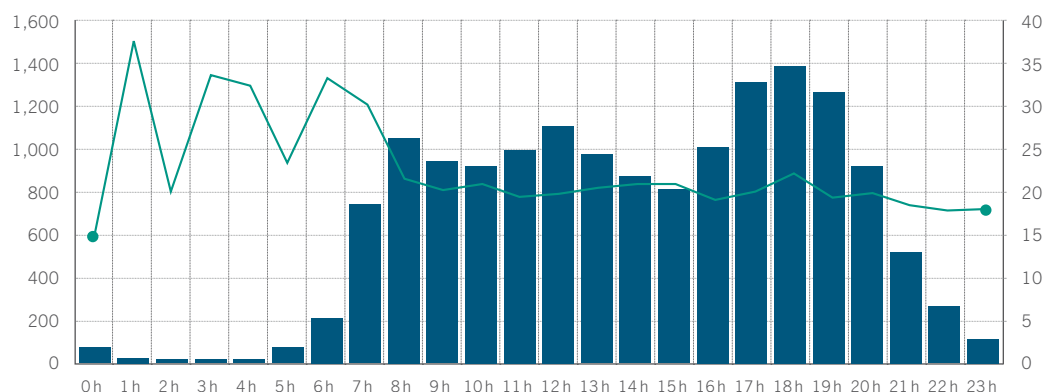
The distribution of journeys during an average working day shows a peak mobility in the period between 5 and 8 p.m.



DISTRIBUTION OF JOURNEYS ON A WORKING DAY

UNITS: THOUSAND JOURNEYS/AVERAGE DURATION (MIN)/TIME BRACKET

- Journeys
- Duration

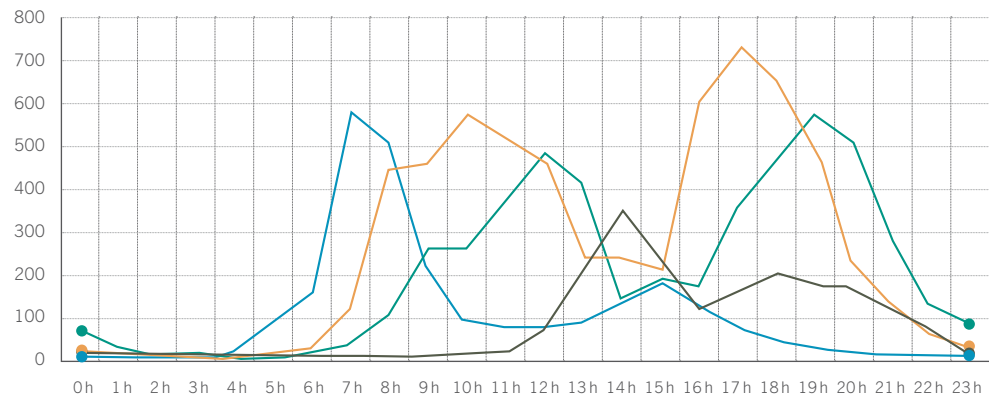


Occupational mobility is distributed over two waves: the morning, with the peak between 7 and 8 a.m. and the afternoon, where it is much smaller, peaking between 3 and 4 p.m. On the other hand, personal mobility has two important waves, in the morning (10-11 a.m.) and the afternoon (4-6 p.m.).

REASON FOR TRAVEL

UNITS: THOUSAND JOURNEYS/TIME BRACKET/HORARIA

- Occupational mobility
- Personal mobility
- Personal return journey home
- Occupational return journey home



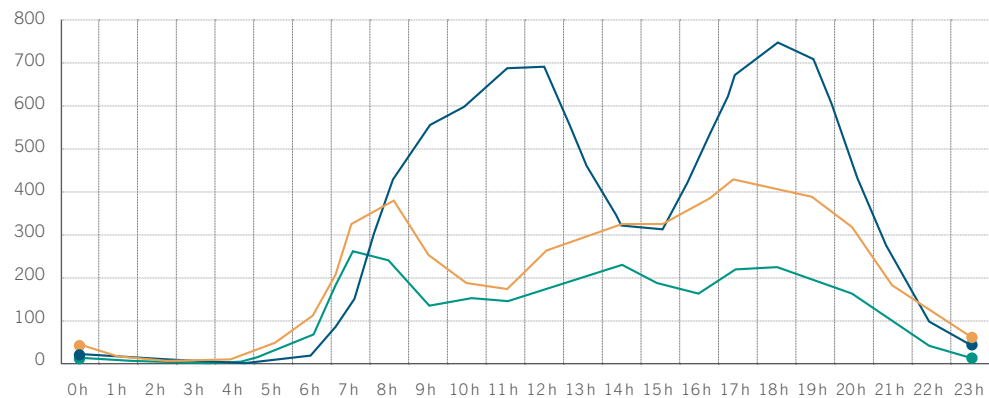
If the time per mode of transport is analysed, the relative uniformity of the distribution of public transport throughout the day can be seen, with 8 a.m. as the peak time, a greater concentration of private transport in the after-

noon/evening compared to the morning, and a double wave in journeys on foot with peaks in mid-morning and mid-afternoon.

MODES OF TRANSPORT

UNITS: THOUSAND JOURNEYS/TIME BRACKET

- Non-motorized modes
- Private transport
- Public transport



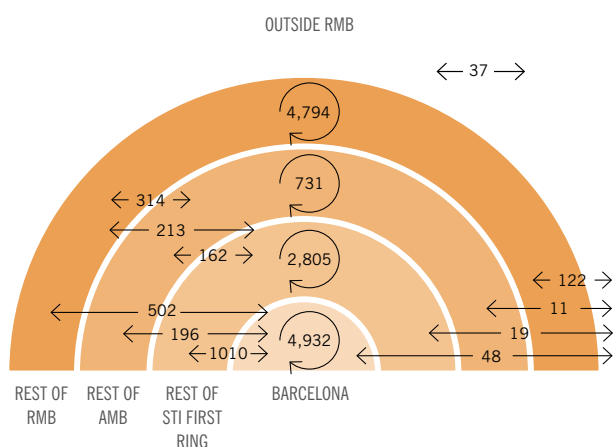
Mobility flows

Both in flows between metropolitan areas (linking the city of Barcelona with the 17 municipalities of the first ring and with the rest of the metropolitan region) and in flows between the 7 counties of the region the polarity of Barcelona is noteworthy.

The most important relations between counties occur between the Barcelonès and Baix Llobregat counties (621,000 journeys/day) and between the Barcelonès and Vallès Occidental counties (397,000 journeys/day).

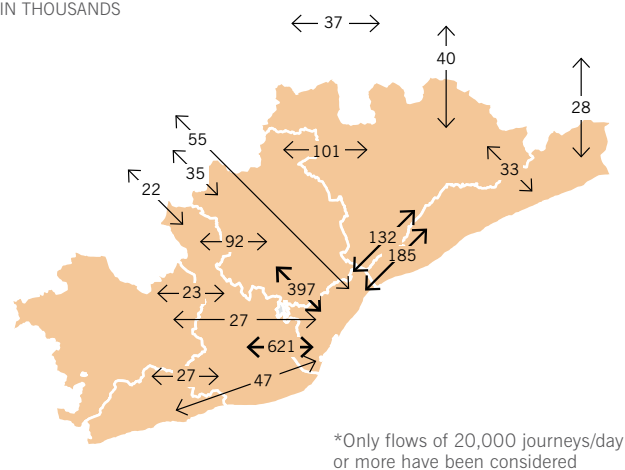
Flows between the 7 counties of the region

JOURNEYS EXPRESSED
IN THOUSANDS



FLOWS BETWEEN THE 7 COUNTIES OF THE REGION

JOURNEYS EXPRESSED
IN THOUSANDS



*Only flows of 20,000 journeys/day or more have been considered

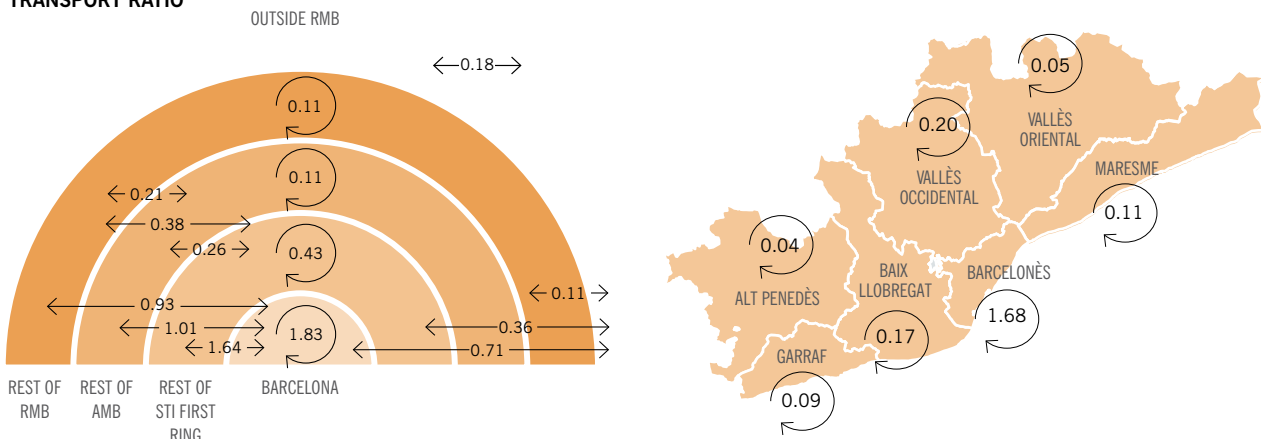
County self-containment is high throughout the territory, but municipally (journey starting point and destination in the same municipality) it only exceeds 80% in the Barcelonès county.

COUNTY	SELF-CONTAINMENT	
	MUNICIPAL	COUNTY
Alt Penedès	60,6 %	84,0 %
Baix Llobregat	59,6 %	76,6 %
Barcelonès	82,3 %	92,4 %
Garraf	64,2 %	78,2 %
Maresme	62,4 %	82,6 %
Vallès Occidental	66,0 %	85,2 %
Vallès Oriental	59,3 %	81,8 %

The level of use of private vehicles in these flows is very different: the public transport/private vehicle ratio in the city of Barcelona (1.83) and in flows with Barcelona (1.64, 1.01 and 0.93) is radically opposed to the rest of the flows, in which the use of private vehicles prevails.

An analysis by counties shows that only in intracounty journeys in the Barcelonès is the public transport / private transport ratio >1 .

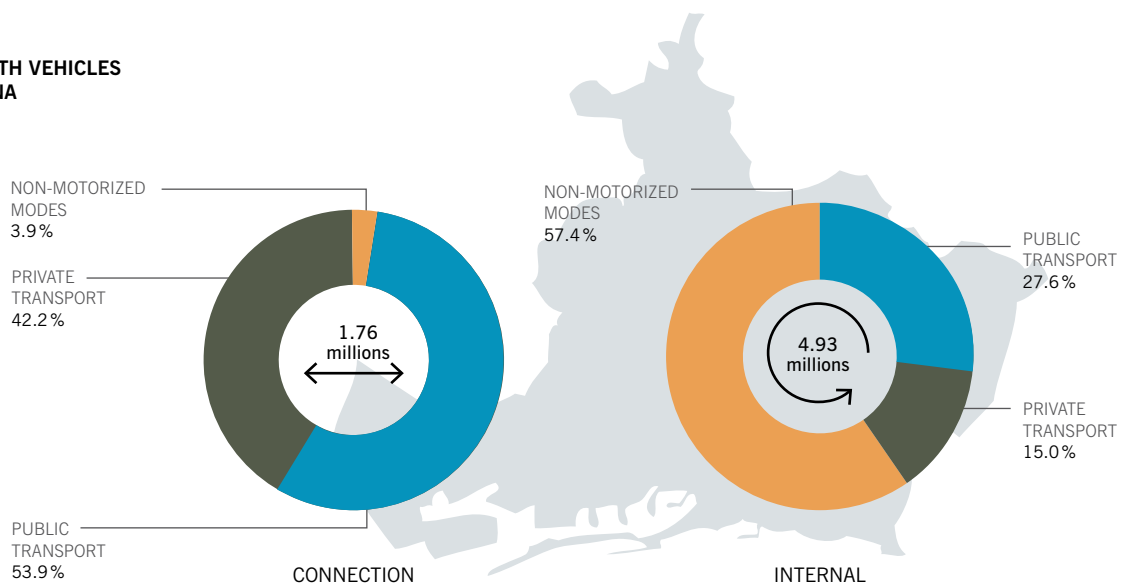
PUBLIC / PRIVATE TRANSPORT RATIO



City of Barcelona

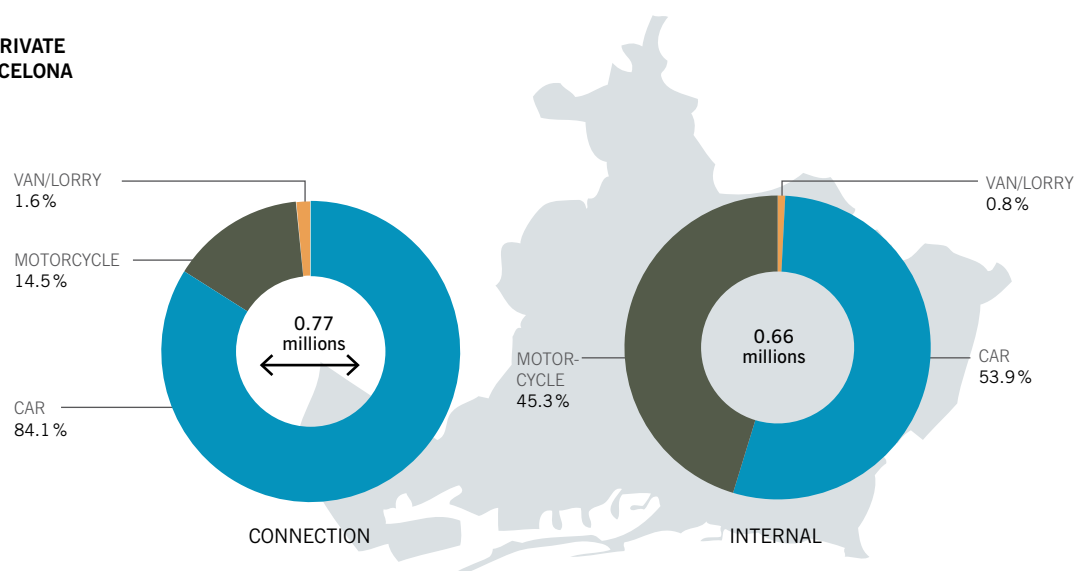
Taken overall, the journeys of residents in the city of Barcelona are clearly more sustainable than those of the rest of the population: more than 57 % of journeys are made on foot or by bicycle, and almost 28 % using public transport.

MOBILITY WITH VEHICLES IN BARCELONA



Private transport in the city of Barcelona has the same volume of internal journeys as connections. It is based to a very considerable extent on the use of motorcycles, representing 45 % of internal journeys using a private vehicle.

MOBILITY WITH PRIVATE VEHICLES IN BARCELONA

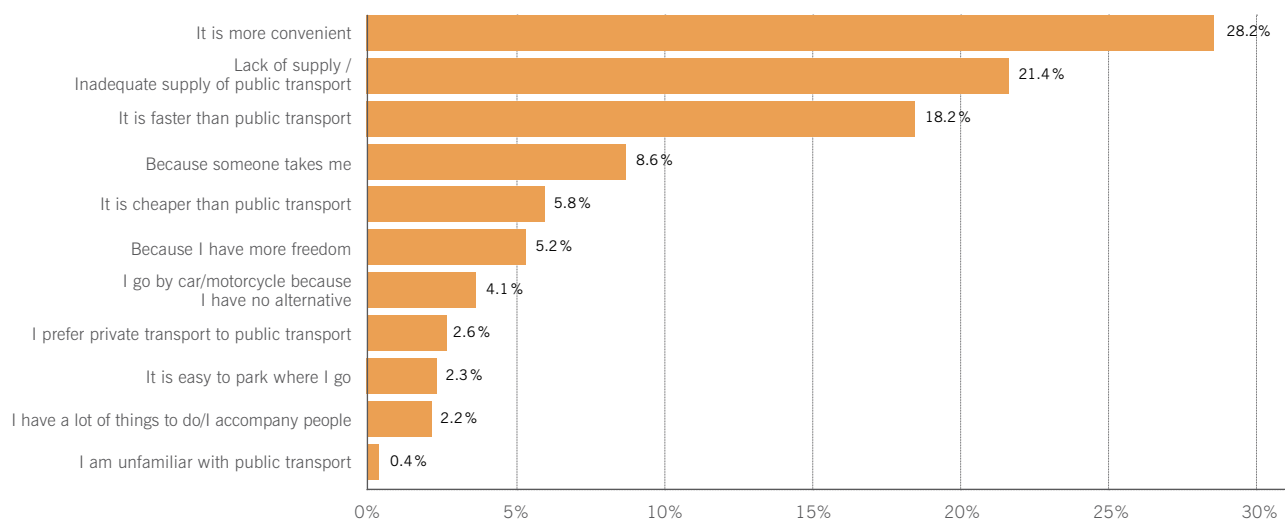


Citizens' perceptions

Reason for use of private vehicles

The people who opt to use private transport were asked what their reason was for choosing this mode of transport. The three most common causes are the convenience of a private vehicle (28 %), the lack of a public transport alternative (21 %) and the fact that public transport is slower (18 %).

REASONS TO USE CAR/MOTORCYCLE

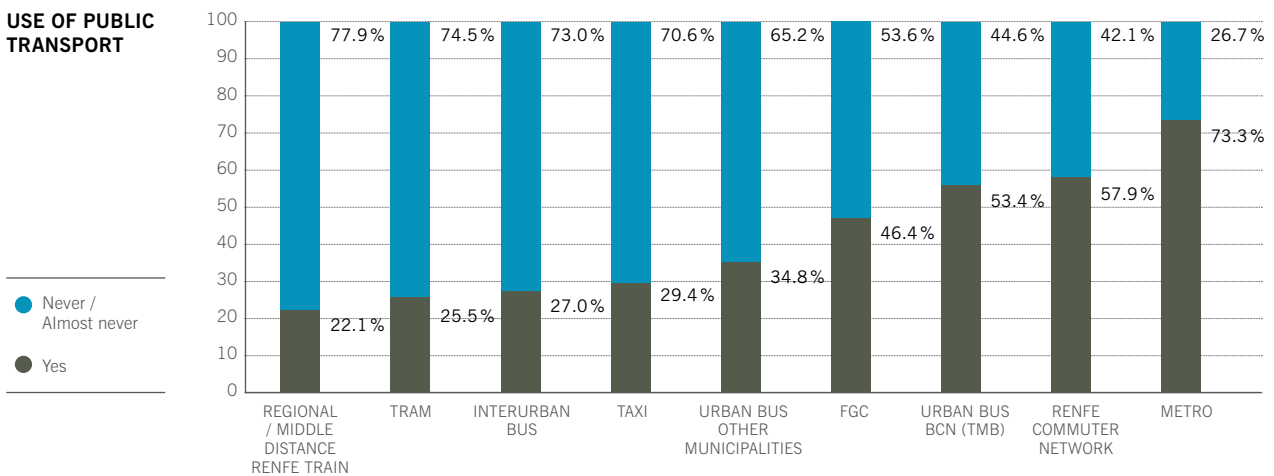


Most used modes of public transport

The population that uses public transport (those who claimed to use it) were asked whether or not they use the different means of public transport existing in the Barcelona Metropolitan Region.

73 % of the population stated that they travelled by metro, which is the most used mode of transport. On the contrary, the middle-distance Renfe train service and the tram are the least used (never or almost never) and only about a quarter of the population uses them.

USE OF PUBLIC TRANSPORT

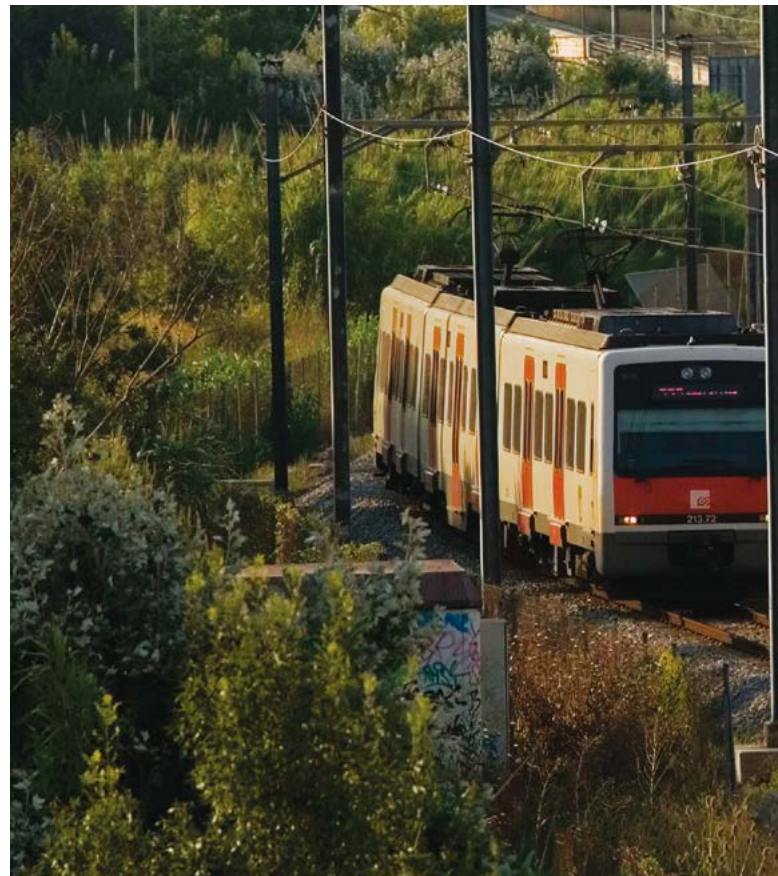


The main reason why public modes of transport are used varies between segments of population.

Not having a car (answer no. 4), not having a driving licence (answer no. 8) or not having any other alternative (answer no. 6) are the replies in 22 % of cases, while the segment of people without studies and students make greater use of public transport. Women use public transport more than men.

The economic reason is the most cited cause of choosing public transport: for all population segments it is one of the main reasons for travelling on public transport.

A matter of conviction as the motive for choosing public transport, such as social/environmental awareness (answer no. 9) is only relevant in the responses given by students and in the segment of those under 30 years of age.



REASONS FOR USE THE PUBLIC TRANSPORT

	GENDER		AGE			PROFESSIONAL SITUATION					LEVEL OF STUDIES				TOTAL
	MALE	FEMALE	16-29	30-64	65 OR OLDER	ACTIVE EM- PLOYED	ACTIVE UNEM- PLOYED	RETIRED OR PEN- SIONER	HOUSE- WORK	STUDENT	NO STUDIES	PRIMARY	SECOND- ARY	UNIVER- SITY	
It is cheaper than the car	19.4%	16.0%	16.9%	18.5%	15.0%	18.8%	15.3%	15.4%	15.8%	14.9%	14.9%	16.9%	16.7%	18.7%	17.4%
It is more convenient	19.1%	15.7%	13.0%	17.6%	19.2%	17.4%	15.3%	19.1%	14.0%	13.3%	12.8%	16.1%	16.6%	18.9%	17.1%
It is hard to park where I go	15.9%	16.1%	11.5%	18.7%	12.8%	18.0%	15.8%	14.3%	21.8%	7.5%	5.8%	14.6%	16.9%	17.4%	16.0%
I don't have a car	8.4%	13.7%	14.9%	8.6%	16.2%	8.7%	12.1%	14.6%	7.8%	15.7%	22.2%	14.8%	11.6%	7.9%	11.5%
It is quicker than by car	8.4%	9.6%	8.9%	10.5%	5.6%	10.2%	11.1%	5.8%	14.6%	8.8%	6.2%	8.3%	8.7%	10.3%	9.1%
I use public transport because I have no alternative	4.1%	7.2%	6.9%	3.9%	10.4%	2.8%	5.8%	9.6%	6.5%	8.1%	18.2%	7.7%	5.7%	3.3%	5.9%
It is less stressful	5.9%	4.5%	3.9%	5.0%	6.4%	5.1%	3.5%	6.4%	3.2%	4.1%	6.8%	5.5%	4.5%	5.2%	5.1%
I don't have a driving licence	3.1%	4.9%	8.2%	3.2%	3.4%	3.7%	3.4%	3.3%	5.1%	11.5%	5.2%	5.8%	4.8%	2.5%	4.2%
It is less polluting / social awareness	4.7%	3.5%	4.4%	3.5%	2.1%	4.8%	4.1%	2.4%	1.6%	8.1%	0.2%	1.9%	4.3%	5.6%	4.0%
I prefer private transport to public transport	4.2%	3.7%	2.5%	4.4%	3.7%	4.2%	3.6%	4.2%	2.2%	2.6%	2.2%	2.9%	4.0%	4.7%	3.9%
Because public transport works well and the supply is good	3.0%	2.1%	3.0%	2.2%	2.7%	2.2%	2.7%	2.4%	2.9%	3.4%	3.2%	2.1%	2.9%	2.3%	2.5%
Traffic problems	1.5%	1.4%	1.2%	1.8%	0.6%	1.9%	1.8%	0.6%	2.6%	1.0%	1.1%	0.7%	1.6%	1.9%	1.4%
I am less likely to have an accident	1.1%	0.6%	0.7%	0.8%	0.8%	0.8%	0.7%	0.9%	0.9%	0.7%	1.4%	1.4%	0.6%	0.5%	0.8%



Satisfaction and safety of modes of transport

As far as the satisfaction with the various modes of transport is concerned, the highest rating, on a scale of 0 to 10, is obtained by walking. Public modes of transport, although receiving a good rating, are the least valued. However, in recent years the rating they obtain has improved steadily.

SATISFACTION WITH USE OF PUBLIC TRANSPORT

MEANS OF TRANSPORT	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Walking	7.8	7.7	8.2		8.2	8.1	8.2	8.2	8.4	8.5
Bicycle	8.1	7.6	7.9	7.3	7.6	7.6	7.7	7.7	8.2	8.4
Motorcycle	8.0	7.8	8.5	7.9	8.2	7.6	7.8	7.8	8.1	8.3
Car	7.5	7.8	7.5	7.5	7.6	7.5	7.7	7.5	7.8	7.8
Tram		6.8	7.6	7.0	7.5	7.0	7.0	7.2	7.6	7.5
FGC		7.1	7.5	6.8	7.3	7.0	6.9	6.9	7.5	7.4
Taxi	6.4	6.3	6.8	6.2	6.5	6.6	6.6	6.5	7.2	7.3
Metro	6.5	6.3	6.9	6.2	6.7	6.5	6.6	6.6	7.1	7.2
Barcelona urban bus (TMB)		6.4		6.2	6.4	6.5	6.5	6.6	7.0	7.1
RENFE regional/middle distance			6.8		5.9	6.2	6.0	6.1	6.8	6.9
Urban bus other towns (Not TMB)		6.3		5.8	6.4	6.2	6.0	5.8	6.8	6.8
Interurban bus		6.1	6.5	5.6	6.0	5.9	5.9	6.0	6.8	6.8
RENFE commuter network			6.4	5.5	5.8	6.1	6.1	6.3	6.7	6.6

In the evaluation of safety, walking and public transport are the modes of transport considered to have the least risk of accidents. On the other extreme is the motorcycle, which is perceived as the most dangerous mode.

SAFETY IN MEANS OF TRANSPORT

MEANS OF TRANSPORT	MEANS OF INSECURITY
Motorcycle/Moped	5.4
Bicycle	4.2
Car as passenger	4.1
Car as driver	3.9
Public transport	2.7
Walking	1.9

Covering aspects of both satisfaction and safety of modes of transport, the residents of towns with more than 30,000 inhabitants were asked their opinion of actions and proposals that are applicable to urban areas. In a scale of 0 (completely disagree) to 10 (completely agree), the opinion on new proposals concerning mobility proved, to a high extent, to be favourable to measures such as facilitating parking by residents in their own neighbourhood, the compulsory use of a helmet for cyclists and increasing speed and alcohol controls. On the other hand, allowing cyclists to ride along pavements was clearly rejected.

AVERAGE RATING OF MOBILITY MEASURES	TOTAL RMB
Giving special treatment to residents to park in their neighbourhood	8.1
Requiring cyclists to wear a helmet in towns/cities	7.7
More speed and alcohol controls	7.7
Creating more cycle lanes or adapting more roads for bicycles	7.2
Transforming more roads for exclusively pedestrian use	6.7
Creating more parking spaces for bicycles	6.6
Placing bus lanes, or increase the number of bus lanes, to reduce journey times	6.6
Extending parking spaces for motorcycles on roads in towns/cities	6.0
Allowing cyclists to ride on pavements, together with pedestrians	2.8





4 | Audit Report



**Gabinete Técnico
de Auditoría y Consultoría, s.a.**

**AUTORITAT DEL TRANSPORT METROPOLITÀ,
CONSORCI PER A LA COORDINACIÓ DEL
SISTEMA METROPOLITÀ DE TRANSPORT
PÚBLIC DE L'ÀREA DE BARCELONA (ATM)**

Informe de auditoría de Cuentas Anuales del ejercicio 2013

Marzo 2014



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*Traducción del informe de auditoría de cuentas anuales originalmente emitido en catalán.
En caso de discrepancia, la versión catalana prevalece*

INFORME DE AUDITORÍA DE CUENTAS ANUALES

Al Consejo de Administración de la **AUTORITAT DEL TRANSPORT METROPOLITÀ, CONSORCI PER A LA COORDINACIÓ DEL SISTEMA METROPOLITÀ DE TRANSPORT PÚBLIC DE L'ÀREA DE BARCELONA**

Hemos auditado las cuentas anuales de la **AUTORITAT DEL TRANSPORT METROPOLITÀ, CONSORCI PER A LA COORDINACIÓ DEL SISTEMA METROPOLITÀ DE TRANSPORT PÚBLIC DE L'ÀREA DE BARCELONA** (en adelante ATM), que comprenden el balance de situación al 31 de Diciembre de 2013, la cuenta de resultados, la liquidación del presupuesto y la memoria correspondientes al ejercicio anual terminado en dicha fecha. Los Administradores de la ATM son responsables de la formulación de las cuentas anuales de la ATM, de acuerdo con el marco normativo de información financiera aplicable a la entidad (que se identifica en la Nota 2 de la memoria adjunta) y, en particular, con los principios y criterios contables contenidos en el mismo. Nuestra responsabilidad es expresar una opinión sobre las citadas cuentas anuales en su conjunto, basada en el trabajo realizado de acuerdo con la normativa reguladora de la actividad de auditoría de cuentas vigente en España, que requiere el examen mediante la realización de pruebas selectivas, de la evidencia justificativa de las cuentas anuales y la evaluación de si su presentación, los principios y criterios contables utilizados y las estimaciones realizadas, están de acuerdo con el marco normativo de información financiera que resulta de aplicación.

En nuestra opinión, las cuentas anuales del ejercicio 2013 adjuntas expresan, en todos los aspectos significativos, la imagen fiel del patrimonio y de la situación financiera de la ATM a 31 de Diciembre de 2013, así como de los resultados de sus operaciones reflejados en la cuenta de pérdidas y ganancias y en el estado de liquidación del presupuesto adjuntos y de los recursos obtenidos y aplicados durante el ejercicio anual terminado en dicha fecha, de conformidad con el marco normativo de información financiera que resulta de aplicación y, en particular, con los principios y criterios contables contenidos en el mismo.

Barcelona, 24 de Marzo de 2014

GABINETE TÉCNICO
DE AUDITORÍA Y CONSULTORÍA, S.A.



Antoni Clapés Donadeu
Socio – Auditor de Cuentas



Membre exercent:

GABINETE TÉCNICO DE
AUDITORIA Y
CONSULTORIA, S.A.
Any 2014 Num. 20/14/01088
CÓPIA GRATUÏTA

Informe subjecte a la taxa establerta
a l'article 44 del text refós de la
Llei d'auditoria de comptes, aprovat per
Reial decret legislatiu 1/2011, d'1 de juliol.



1

CUENTAS ANUALES DEL EJERCICIO 2013





2

AUTORITAT DEL TRANSPORT METROPOLITÀ

BALANCE DE SITUACIÓN A 31-12-2013 y 31-12-2012

ACTIVO		
	2.013	2.012
INVERSIONES INFR. Y BIENES USO GENERAL	3.863.562,78	3.863.562,78
INFRAESTRUCTURA Y BIENES DESTINADOS AL USO GENERAL	3.863.562,78	3.863.562,78
INMOVILIZADO INMATERIAL	47.967,52	107.045,71
SOFTWARE	1.733.769,50	1.727.827,50
OTRO INMOVILIZADO INMATERIAL	1.025.498,39	22.794,39
AMORTIZACIÓN ACUMULADA DEL INMOVILIZADO INMATERIAL	-2.711.300,37	-1.643.576,18
INMOVILIZADO MATERIAL	376.053,06	1.227.619,88
CONSTRUCCIONES	309.881,95	309.881,95
MAQUINARIA, INSTALACIONES Y UTILLAJE	126.765,19	97.565,23
MOBILIARIO	105.183,54	89.145,33
EQUIPOS PARA PROCESOS DE INFORMACIÓN	1.074.795,04	1.054.992,94
INSTALACIONES COMPLEJAS ESPECIALIZADAS	7.564.127,67	8.219.931,67
OTRO INMOVILIZADO MATERIAL	1.661,08	1.661,08
AMORTIZACIÓN ACUMULADA DEL INMOVILIZADO MATERIAL	-8.806.361,41	-8.545.558,32
INMOVILIZADO FINANCIERO	30.000,00	30.000,00
ACCIONES SIN COTIZACIÓN OFICIAL	30.000,00	30.000,00
DEUDORES	23.072.848,85	107.917.284,39
DEUDORES POR DERECHOS RECONOCIDOS.PRESUPUESTO CORRIENTE	6.905.461,25	98.462.793,26
DEUDORES POR DERECHOS RECONOCIDOS.PRESUPUESTOS CERRADOS	1.207.711,05	1.287.793,05
HACIENDA PÚBLICA, DEUDORA POR IVA	8.564.724,46	8.105.121,35
OTROS DEUDORES NO PRESUPUESTARIOS	6.394.952,09	61.576,73
CUENTAS FINANCIERAS	86.674.072,93	-93.156,15
FIANZAS A CORTO PLAZO	22.631,03	22.631,03
TESORERÍA	86.651.441,90	-115.787,18
AJUSTES POR PERIODIFICACIÓN	11.849.000,00	4.789.000,00
INGRESOS DIFERIDOS	11.849.000,00	4.789.000,00
TOTAL ACTIVO	125.913.505,14	117.841.356,61

El Director General

El Jefe de Administración,





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AUTORITAT DEL TRANSPORT METROPOLITÀ

BALANCE DE SITUACIÓN A 31-12-2013 y 31-12-2012

PASIVO		
	2.013	2.012
PATRIMONIO Y RESERVAS	1.780.398,72	8.755.497,82
PATRIMONIO	8.755.497,82	16.511.711,97
RESULTADO DEL EJERCICIO	-6.975.099,10	-7.756.214,15
SUBVENCIONES DE CAPITAL	3.863.562,03	3.863.562,03
DEL SECTOR ESTATAL	3.863.562,03	3.863.562,03
DEUDAS A CORTO PLAZO	103.462.973,85	96.557.377,15
ACREED. POR OBLIG. RECONOCIDAS PTO. CORRIENTE	93.863.948,39	86.328.218,65
ACREED. POR OBLIG. RECONOCIDAS PTOS. CERRADOS	706.498,83	718.377,57
HACIENDA PÚBLICA, ACREEDORA POR CONCEP. FISCALES	29.740,15	31.678,24
SEGURIDAD SOCIAL, ACREEDORA	5.012,84	5.164,49
OTROS ACREEDORES NO PRESUPUESTARIOS	661.876,14	1.892.226,11
FIANZAS A CORTO PLAZO	41.123,84	40.521,89
OPERADORES POR INTEGRACIÓN TARIFARIA	8.154.773,66	7.541.190,20
AJUSTES POR PERIODIFICACIÓN	16.806.570,54	8.664.919,61
GASTOS DIFERIDOS	13.173.002,82	5.768.773,46
INGRESOS ANTICIPADOS	3.633.567,72	2.896.146,15
TOTAL PASIVO	125.913.505,14	117.841.356,61

El Director General,

El Jefe de Administración,





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AUTORITAT DEL TRANSPORT METROPOLITÀ

CUENTA DE RESULTADOS CORRESPONDIENTES A LOS EJERCICIOS ACABADOS EL 31-12-2013 y 31-12-2012

	2013	2012
INGRESOS DE EXPLOTACIÓN	1.100.180.936,82	1.081.031.820,32
VENTAS DE SERVICIOS	560.411.532,34	556.035.805,09
TRANSFERENCIAS DE LA ADM. GENERAL DEL ESTADO	96.065.114,00	94.701.350,72
TRANSFERENCIAS DE COMUNIDADES AUTÓNOMAS	233.728.209,42	220.273.409,05
TRANSFERENCIAS DE ENTIDADES LOCALES	162.402.202,11	162.486.021,69
OTROS INGRESOS	106.941,57	105.800,95
TRANSF.CAPITAL DE COMUNIDAD AUTÓNOMAS	47.466.937,38	47.429.432,82
GASTOS DE EXPLOTACIÓN	1.105.829.108,07	1.088.422.433,40
SUELDOS Y SALARIOS	1.337.498,14	1.315.250,10
COTIZACIONES SOCIALES A CARGO DE LA ENTIDAD	298.746,57	274.433,03
OTROS GASTOS SOCIALES	26.325,88	14.549,08
TRIBUTOS	55,53	0,00
ALQUILERES	73.151.273,29	76.098.296,52
REPARACIONES Y CONSERVACIÓN	584.111,19	666.126,99
SUMINISTROS	32.121,36	29.198,74
OTROS SERVICIOS	135.379,81	113.383,87
TRABAJOS REALIZADOS POR OTRAS EMPRESAS	480.447.722,61	473.272.390,20
PRIMAS DE SEGUROS	16.063,95	18.183,82
MATERIAL DE OFICINA	30.018,53	50.717,70
GASTOS DIVERSOS	683.419,92	717.084,32
TRANSFERENCIAS A OPERADORES PÚBLICOS	336.473.032,06	323.469.099,01
TRANSFERENCIAS A ENTIDADES LOCALES	69.273.999,99	72.758.600,00
TRANSFERENCIAS CORRIENTES A OTRAS EMPRESAS	95.872.401,95	92.195.687,20
TRANSFERENCIAS DE CAPITAL A EMPRESAS PRIVADAS	47.466.937,29	47.429.432,82
MARGEN BRUTO	-5.648.171,25	-7.390.613,08
INGRESOS FINANCIEROS	3.373,16	28.574,44
INGRESOS FINANCIEROS	3.373,16	28.574,44
GASTOS FINANCIEROS	1.773,73	230,71
OTROS GASTOS FINANCIEROS	1.773,73	230,71
RESULTADO FINANCIERO	1.599,43	28.343,73
AMORTIZACIONES Y PROVISIONES	1.328.527,28	398.203,31
AMORTIZACIÓN DEL INMOVILIZADO MATERIAL	260.803,09	308.819,90
AMORTIZACIÓN DEL INMOVILIZADO INMATERIAL	1.067.724,19	89.383,41
RESULTADO NETO	-6.975.099,10	-7.760.472,66
RESULTADO EXTRAORDINARIO	0,00	4.285,51
RESULTADOS EXTRAORDINARIOS	0,00	4.285,51
RESULTADO DEL EJERCICIO	-6.975.099,10	-7.756.187,15

El Director General

El Jefe de Administración,



ATM

AUTORITAT DEL TRANSPORT METROPOLITÀ

Ejercicio contable: 2013

RESUMEN DE LIQUIDACIÓN DEL PRESUPUESTO 2013

CAPÍTULO	CONSIGNACIÓN INICIAL	MODIFICACIONES	CONSIGNACIÓN DEFINITIVA	DERECHOS RECONOCIDOS	DERECHOS RECAUDADOS	PENDIENTE DE COBRO	ESTADO DE EJECUCIÓN	%
3: Tasas y otros ingresos	547.928.421,58	12.505.184,66	560.433.606,24	560.744.529,17	560.649.040,94	95.488,23	-310.922,93	100,06%
4: Transferencias corrientes	484.042.065,00	574.199,04	484.616.264,04	484.616.980,81	477.807.007,79	6.809.973,02	-716,77	100,00%
5: Ingresos patrimoniales	30.000,00	0,00	30.000,00	3.373,16	3.373,16	0,00	26.626,84	11,24%
7: Transferencias capital	48.496.846,00	0,00	48.496.846,00	48.496.848,41	48.496.848,41	0,00	-2,41	100,00%
8: Rem. Tes. Fin. IRC	0,00	10.835.872,86	10.835.872,86	0,00	0,00	0,00	10.835.872,86	0,00%
TOTAL INGRESOS	1.080.497.332,58	23.915.256,56	1.104.412.589,14	1.093.861.731,55	1.086.956.270,30	6.905.461,25	10.550.857,59	99,04%

CAPÍTULO	CONSIGNACIÓN INICIAL	MODIFICACIONES	CONSIGNACIÓN DEFINITIVA	OBLIGACIONES RECONOCIDAS	OBLIGACIONES PAGADAS	PENDIENTE DE PAGO	ESTADO DE EJECUCIÓN	%
1: Personal	1.775.397,61	-161.200,00	1.614.197,61	1.609.529,11	1.585.590,39	23.938,72	4.668,50	99,71%
2: Compra bienes y servicios	545.392.397,47	12.619.324,54	558.011.722,01	554.788.978,31	554.013.486,08	775.492,23	3.222.743,70	99,42%
3: Gastos financieros	5.000,00	-3.000,00	2.000,00	1.773,73	1.773,73	0,00	226,27	88,69%
4: Transferencias corrientes	484.521.025,89	10.256.020,74	494.777.046,63	494.559.434,00	401.499.366,56	93.060.067,44	217.612,63	99,96%
6: Inversiones	1.220.165,61	-169.044,34	1.051.121,27	417.882,27	413.432,27	4.450,00	633.239,00	39,76%
7: Transferencias Capital	47.583.346,00	1.373.155,62	48.956.501,62	47.466.937,29	47.466.937,29	0,00	1.489.564,33	96,96%
TOTAL GASTOS	1.080.497.332,58	23.915.256,56	1.104.412.589,14	1.098.844.534,71	1.004.980.586,32	93.863.948,39	5.568.054,43	99,50%

El Director General,

El Jefe de Administración,





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AUTORITAT DEL TRANSPORT METROPOLITÀ

Ejercicio contable: 2013

RESUMEN DE LIQUIDACIÓN DE EJERCICIOS CERRADOS

CAPÍTULO	CONSIGNACIÓN INICIAL	MODIFICACIONES	CONSIGNACIÓN DEFINITIVA	DERECHOS RECONOCIDOS	DERECHOS RECAUDADOS	PENDIENTE DE COBRO	ESTADO DE EJECUCIÓN	%
0.- Ejercicios cerrados	99.750.586,31	0,00	99.750.586,31	99.750.586,31	98.542.875,26	1.207.711,05	0,00	100,00%
TOTAL INGRESOS	99.750.586,31	0,00	99.750.586,31	99.750.586,31	98.542.875,26	1.207.711,05	0,00	100,00%
CAPÍTULO	CONSIGNACIÓN INICIAL	MODIFICACIONES	CONSIGNACIÓN DEFINITIVA	OBLIGACIONES RECONOCIDAS	OBLIGACIONES PAGADAS	PENDIENTE DE PAGO	ESTADO DE EJECUCIÓN	%
0.- Ejercicios cerrados	87.046.596,22	0,00	87.046.596,22	87.046.596,22	86.340.097,39	706.498,83	0,00	100,00%
TOTAL GASTOS	87.046.596,22	0,00	87.046.596,22	87.046.596,22	86.340.097,39	706.498,83	0,00	100,00%
DIFERENCIAS ING/GASTOS	12.703.990,09	0,00	12.703.990,09	12.703.990,09	12.202.777,87	501.212,22		

El Director General,

El Jefe de Administración,






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AUTORITAT DEL TRANSPORT METROPOLITÀ

Ejercicio contable: 2013

RESULTADO PRESUPUESTARIO A 31-12-2013

	AÑO 2013	AÑO 2012
1. DERECHOS RECONOCIDOS NETOS	1.093.861.731,56	1.068.479.677,32
2. OBLIGACIONES RECONOCIDAS NETAS	1.098.844.534,71	1.088.665.214,24
3. RESULTADO PRESUPUESTARIO (1-2)	-4.982.803,15	-20.185.536,92
4. DESVIACIONES POSITIVAS DE FINANCIACIÓN	1.267.591,51	101.388,31
5. DESVIACIONES NEGATIVAS DE FINANCIACIÓN	185.912,84	12.590.525,91
6. GASTOS FINANCIADOS CON REMANENTE LÍQUIDO DE TESORERÍA	6.666.660,54	8.858.483,79
7. RESULTADO DE OPERACIONES COMERCIALES		
8. RESULTADO PRESUPUESTARIO AJUSTADO (3-4+5+6+7)	602.178,72	1.162.084,47
	602.178,72	1.162.084,47

El Director General,

El Jefe de Administración,








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AUTORITAT DEL TRANSPORT METROPOLITÀ

Ejercicio contable: 2013

REMANENTE LÍQUIDO DE TESORERÍA A 31-12-2013

	AÑO 2013	AÑO 2012
1. (+) DEUDORES PENDIENTES DE COBRO A FINAL DEL EJERCICIO		
De Presupuesto de Ingresos. Ejercicio corriente	6.905.461,25	98.462.793,26
De Presupuesto de Ingresos. Ejercicios cerrados	1.207.711,05	1.287.793,05
De operaciones comerciales	14.982.307,58	8.189.329,11
De otras operaciones no presupuestarias		
Menos = Saldos de cobro dudoso		
Menos = Ingresos realizados pendientes de aplicación definitiva		
	23.095.479,88	107.939.915,42
2. (-) ACREEDORES PENDIENTES DE PAGO A FINAL DEL EJERCICIO		
De Presupuesto de gastos. Ejercicio Corriente	93.863.948,39	86.328.218,65
De Presupuesto de gastos. Presupuestos cerrados	706.498,83	718.377,57
De presupuesto de ingresos		
De operaciones comerciales	8.892.526,63	9.510.780,93
De otras operaciones no presupuestarias		
Menos = Pagos realizados pendientes de aplicación definitiva		
	103.462.973,85	96.557.377,15
3. (+) FONDOS LÍQUIDOS EN LA TESORERÍA A FINALES DEL EJERCICIO	86.651.441,90	-115.787,18
4. REMANENTE DE TESORERÍA AFECTADO A GASTOS CON FINANCIACIÓN AFECTADA	4.957.570,54	3.878.943,18
5. REMANENTE DE TESORERÍA PARA GASTOS GENERALES (1-2+3-4)	1.326.377,39	7.387.807,91
REMANENTE DE TESORERÍA TOTAL	6.283.947,93	11.266.751,09
REMANENTE DE TESORERÍA PARA GASTOS GENERALES (1-2+3-4)	1.326.377,39	7.387.807,91
Gastos Comprometidos a 31/12/2013 (no financiación afectada)	508.015,20	936.703,13
Remanente de Tesorería Libre para Otros Gastos	818.362,19	6.451.104,78

El Jefe de Administración,




El Director General,





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**MEMORIA DEL EJERCICIO 2013 DE LA AUTORITAT
DEL TRANSPORT METROPOLITÀ, CONSORCI PER
A LA COORDINACIÓ DEL SISTEMA METROPOLITÀ
DE TRANSPORT PÚBLIC DE L'ÀREA DE BARCELONA**





Nota 1 - INFORMACIÓN GENERAL

1.1 - Naturaleza de la Entidad

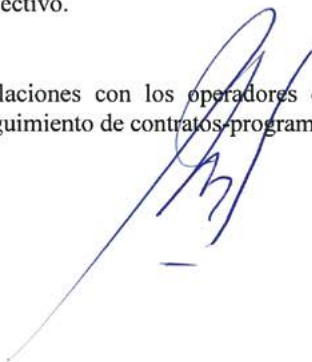
La **AUTORITAT DEL TRANSPORT METROPOLITÀ, CONSORCI PER A LA COORDINACIÓ DEL SISTEMA METROPOLITÀ DE TRANSPORT PÚBLIC DE L'ÀREA DE BARCELONA** (en adelante **ATM**), fue constituida en virtud del convenio suscrito el 19 de Marzo de 1997 por la Generalitat de Catalunya, Ajuntament de Barcelona y Entitat Metropolitana del Transport. Es una entidad de derecho público, con personalidad jurídica y patrimonio propios, de carácter voluntario y de duración indefinida. Se pueden adherir a la **ATM** todas las administraciones titulares de servicios públicos de transportes colectivos, individualmente o a través de entidades que las agrupen y representen, que pertenezcan al ámbito formado por las comarcas del Alt Penedès, el Baix Llobregat, el Barcelonès, el Garraf, el Maresme, el Vallès Occidental y el Vallès Oriental.

1.2 - Objetivo

La **ATM** tiene como finalidad articular la cooperación entre las administraciones públicas titulares de los servicios y de las infraestructuras del transporte público colectivo del área de Barcelona que forman parte de la misma, así como la colaboración con aquellas otras que, como la Administración del Estado (en adelante AGE), están comprometidas financieramente o son titulares de servicios propios o no traspasados, mediante la elaboración y el seguimiento de todos los instrumentos jurídicos, técnicos y financieros que se consideren convenientes y, en general, la realización de las funciones que le sean encargadas por las entidades que la forman.

De acuerdo con sus Estatutos, las funciones de la **ATM** son las siguientes:

- Planificación de las infraestructuras y servicios de transporte público colectivo.
- Relaciones con los operadores de transporte colectivo (concertación y seguimiento de contratos programa y otros convenios).





- Gestión de la financiación del sistema por parte de las administraciones y el control de los ingresos, costes e inversiones de las empresas prestadoras del servicio.
- Ordenación de tarifas.
- Publicidad, información y relaciones con los usuarios.
- Marco normativo futuro.
- Otras funciones relacionadas con la movilidad.



1.3 - Organización

Los Órganos de Gobierno de la **ATM** previstos en sus Estatutos y Reglamento de Régimen Interior son los siguientes:

- El Consejo de Administración.
- El Presidente.
- El Comité Ejecutivo.
- El Director General.



La **ATM** como entidad del sector público de la Generalitat de Catalunya adscrita al Departament de Territori i Sostenibilitat está incluida en el ámbito de los Presupuestos de la Generalitat de Catalunya.





La composición del Consejo de Administración a 31 de Diciembre de 2013 es la siguiente:

Presidente: Sr. Santi Vila i Vicente.

Vicepresidente 1º: Sr. Joaquim Forn i Chiariello

Vicepresidente 2º: Sr. Antoni Poveda i Zapata

Vocales:

- **Generalitat de Catalunya (8):**

Sr. Xavier Baiget i Cantons
Sra. Isabel de Diego i Levi-Picard
Sra. Maria Assumpta Farran i Poca
Sr. Ricard Font i Hereu
Sr. Enric Ticó i Buixadós
Sr. Pau Villòria i Sistach
Sr. Pere Padrosa i Pierre
Sr. Francisco Javier Flores i Garcia

- **Administraciones locales fundadoras (5):**

Sra. Sonia Recasens i Alsina
Sr. Antonio Balmón Arévalo
Sr. Lluís Tejedor i Ballesteros
Sr. Antoni Vives i Tomàs
Sr. Constantí Serrallonga i Tintoré

- **AMTU (2)**

Sr. Josep Mayoral i Antigas
Sr. Joan Mora i Bosch

- **Administración del Estado (2 vocales observadores)**

Sr. Joaquin del Moral Salcedo
Sra. Dolores Morán Laorden

- **Secretaria**

Sra. Carme Sardà i Vilardaga





La composición del Comité Ejecutivo a 31 de Diciembre de 2013 es la siguiente:

Presidente:

- Sr. Ricard Font i Hereu

Vocales:

- **Generalitat de Catalunya**

Sr. Pere Padrosa i Pierre
Sr. Enric Ticó i Buixadós

- **Ajuntament de Barcelona**

Sr. Constantí Serrallonga i Tintoré

- **Àrea Metropolitana de Barcelona**

Sr. Antoni Poveda Zapata

- **AMTU**

Sr. Joan Prat i Trapé

Secretaria:

- Sra. Carme Sardà i Vilardaga



El Director General de la ATM es el Sr. Josep Anton Grau i Reinés.

En fecha 21 de Julio de 2011 se constituyó el Àrea Metropolitana de Barcelona (AMB) en virtud de la Ley 31/2010 de 3 de Agosto. La AMB sucede a la extinguida Entitat Metropolitana del Transport como administración consorciada de la ATM.





Nota 2 - BASES DE PRESENTACIÓN

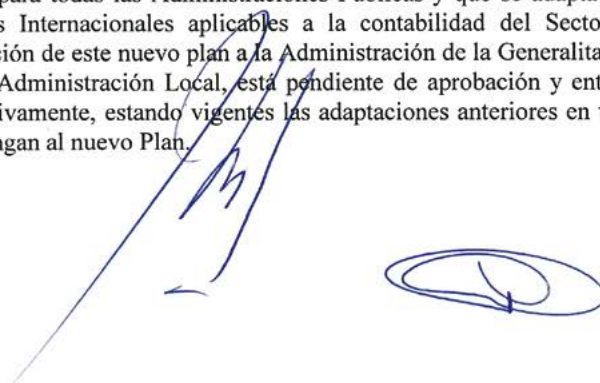
2.1 - Régimen contable

Estas cuentas anuales se han preparado a partir de los registros contables de la ATM que toman como plan contable marco el Plan General de Contabilidad Pública de la Generalitat de Catalunya y aplicando las normas contables oportunas para conseguir que las cuentas anuales expresen la imagen fiel del patrimonio, de la situación financiera, de la ejecución del presupuesto y de los resultados de sus operaciones y de los recursos obtenidos y aplicados en el ejercicio.

Adicionalmente de acuerdo con pronunciamientos de la Intervención General de la Administración del Estado, son aplicables a los Consorcios las normas de carácter general vigentes para la administración local, con aquellas particularidades que puedan fijar sus Estatutos. Por este motivo, también contemplado la normativa recogida en la siguiente legislación:

- a) Orden el Ministerio de Economía y Hacienda, del 6 de Mayo de 1994 de aprobación del Plan General de Contabilidad Pública.
- b) Documentos sobre principios contables, emitidos por la Comisión de Principios y Normas Contables Públicas, creada por Resolución de la Secretaría de Estado de Hacienda de 28 de Diciembre de 1990.
- c) Real Decreto Legislativo 2/2004, de 5 de Marzo, por el cual se aprueba el Texto Refundido de la Ley Reguladora de las Haciendas Locales (LRHL).
- d) R.D. 500/1990 de 20 de Abril, por el cual se desarrolla la LRHL.

Hay que mencionar que por Orden EHA/1037/2010, de 13 de Abril, se aprobó un nuevo Plan General de Contabilidad Pública con carácter de plan contable marco para todas las Administraciones Públicas y que se adapta en parte a las Normas Internacionales aplicables a la contabilidad del Sector Público. La adaptación de este nuevo plan a la Administración de la Generalitat de Catalunya y a la Administración Local, está pendiente de aprobación y entrada en vigor, respectivamente, estando vigentes las adaptaciones anteriores en todo el que no se opongan al nuevo Plan.





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2.2 - Cuentas anuales

a) Las cuentas anuales del ejercicio 2013 están formadas por:

- Liquidación del Presupuesto.
- Balance de Situación.
- Cuenta de Resultados.
- Memoria.

b) Los saldos de las cuentas anuales son coincidentes con los que figuran en los registros de contabilidad de la ATM.

c) Las cuentas anuales del ejercicio 2013 están pendientes de aprobación por el Consejo de Administración.

2.3 - Comparabilidad de la información

Las cuentas anuales de los ejercicios 2012 y 2013 se han formulado siguiendo en su elaboración criterios uniformes de valoración, agrupación y clasificación, de forma que la información presentada es homogénea y comparable.

2.4 - Importes monetarios

A falta de indicación en contra, los importes monetarios de las cuentas anuales se expresan en euros.



**Nota 3 - NORMAS DE VALORACIÓN**

Las normas de valoración más relevantes aplicadas en la preparación y presentación de las cuentas anuales son las siguientes:

3.1 - Inmovilizado inmaterial

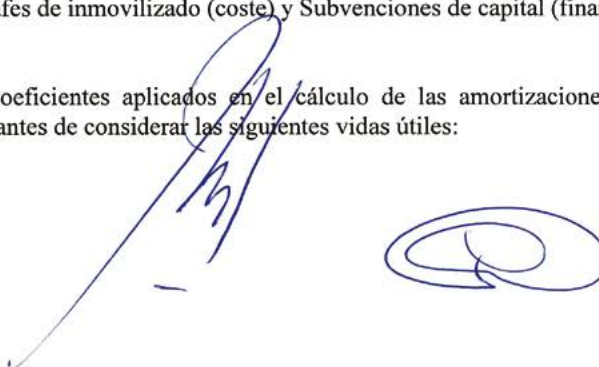
Este epígrafe comprende los costes de adquisición del software informático y de la marca SMTPC y de la propia ATM. La amortización se realiza considerando unas vidas útiles de tres y cinco años.

También incluye las inversiones incurridas en el desarrollo de la T-Mobilitat y que por su tipología se amortizan de forma acelerada.

3.2 - Inmovilizado material e Inversiones en infraestructura y bienes destinados al uso general.

Figura valorado de acuerdo con los criterios que se indican a continuación:

- a) Las inversiones se valoran a precio de adquisición.
- b) Las reparaciones que no signifiquen una ampliación de la vida útil y los gastos de mantenimiento son cargados directamente a la cuenta de resultados. Los costes de ampliación o mejora que dan lugar a un aumento en la duración del bien son capitalizados como más valor del inmovilizado.
- c) Los estudios preliminares correspondientes a proyectos de inversión se imputan a gasto en el ejercicio que se realizan, excepto que la ATM reciba ingresos específicos para su financiación. En este caso, se registran en los epígrafes de inmovilizado (coste) y Subvenciones de capital (financiación).
- d) Los coeficientes aplicados en el cálculo de las amortizaciones son los resultantes de considerar las siguientes vidas útiles:





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	<u>Años vida útil</u>
• Construcciones	8
• Maquinaria, instalaciones y herramientas	8
• Mobiliario	10
• Equipos proceso información	4
• Instalaciones complejas especializadas	4 – 10

La vida útil de las construcciones e instalaciones ordinarias se ha adecuado a la duración del contrato de arrendamiento de la finca donde están situadas.

- e) Las inversiones del ejercicio se empiezan a amortizar desde el momento en que entran en funcionamiento.
- f) Las inversiones en infraestructura y bienes destinados al uso general, se entregarán a administraciones públicas con cargo a Subvenciones de capital.



3.3 - Inmovilizado financiero

Acciones sin cotización oficial corresponde al valor nominal de la participación del 50% en el capital de la sociedad Sermetra, S.L.



3.4 - Deudores

Corresponde al valor nominal de los derechos pendientes de cobro los cuales son, en todos los casos, con vencimiento a corto plazo.



3.5 - Subvenciones de capital y ingresos avanzados

La **ATM** recibe financiación de las administraciones públicas para el desarrollo de proyectos de inversión o proyectos que tienen aplicación a la cuenta de resultados. Esta financiación se registra transitoriamente en el epígrafe de ingresos avanzados. Los traspasos al epígrafe de subvenciones de capital del balance de situación, o a la cuenta de resultados se realizan de forma correlacionada con la ejecución de los proyectos de inversión o de gastos que respectivamente financian.

3.6 - Deudas a largo y corto plazo

Reflejan el valor nominal de las obligaciones pendientes de pago. Se clasifican a largo o a corto plazo en función de que su vencimiento sea superior o inferior a doce meses.

3.7 - Ingresos y gastos

Los ingresos y gastos son registrados en la contabilidad financiera atendiendo a los principios del devengo y de correlación de ingresos y gastos, independientemente del momento en que se cobran o pagan, y de aquel en que se produce el reconocimiento presupuestario.



Siguiendo el principio de prudencia, la **ATM** contabiliza los beneficios realizados en la fecha de cierre del ejercicio, mientras que los riesgos y pérdidas previsibles, incluidos eventuales, se contabilizan en cuanto son conocidos.

Por otro lado, los ingresos y gastos se incorporan a la Liquidación Presupuestaria en el momento en que se produce el acto administrativo de reconocimiento de los respectivos derechos y obligaciones.





3.8 - Impuesto sobre Sociedades

De acuerdo con la naturaleza de la **ATM** y en aplicación de la Ley del Impuesto sobre Sociedades, ésta se encuentra exenta del Impuesto y no está sujeta a retenciones a cuenta por los rendimientos financieros que obtenga.

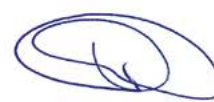

3.9 - Medioambiente

Los gastos derivados de las actuaciones que tienen por objeto la protección y mejora del medio ambiente se contabilizan, si procede, como gastos del ejercicio en que se incurren. No obstante, si suponen inversiones como consecuencia de actuaciones para minimizar el impacto ambiental y la protección y mejora del medio ambiente, se contabilizan como un mayor valor del inmovilizado.

Nota 4 - INMOVILIZADO INMATERIAL

Los movimientos contables registrados por las cuentas que integran el epígrafe de inmovilizado inmaterial se detallan en el cuadro que se incluye en la página siguiente.

Las inversiones principales de este ejercicio corresponden a nuevas aplicaciones y los traspasos a las inversiones asociadas a la T-Mobilitat.





INMOVILIZADO MATERIAL

VALOR DE COSTE				FONDO DE AMORTIZACIÓN			
Saldo 1.1.2013	Inversiones	Traspasos/ Bajas	Saldo 31.12.2013	Saldo 1.1.2013	Dotaciones	Traspasos/ Bajas	Saldo 31.12.2013
1.727.827,50	6.542,00	(-) 600,00	1.733.769,50	1.620.781,79	65.020,19	-	1.685.801,98
22.794,39	-	1.002.704,00	22.794,39	22.794,39	1.002.704,00	-	1.025.498,39
1.750.621,89	6.542,00	1.002.104,00	1.756.563,89	1.643.576,18	1.067.724,19	-	2.711.300,37

- Software
- Otro inmovilizado inmaterial

Valor Neto
31.12.2013

47.967,52

-

47.967,52





Nota 5 - INMOVILIZADO MATERIAL E INVERSIONES EN INFRAESTRUCTURA Y BIENES DESTINADOS AL USO GENERAL

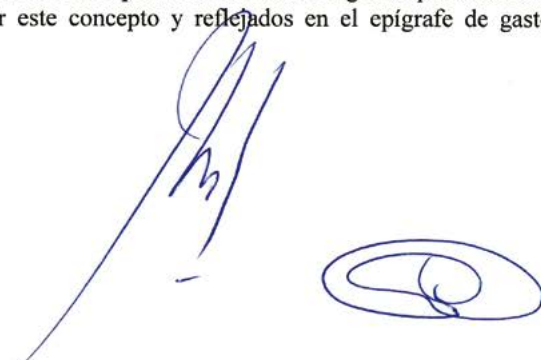
- 5.1 - Los movimientos contables registrados por las cuentas que integran el inmovilizado material de la ATM a lo largo del ejercicio 2013 se detallan en el cuadro que se incluye en la página siguiente.
- 5.2 - Las inversiones del ejercicio corresponden principalmente a inversiones asociadas a la T-Mobilitat (que se han traspasado al inmovilizado inmaterial) y equipos informáticos.

Nota 6 - DEUDORES Y AJUSTES POR PERIODIFICACIÓN DE

- 6.1 - El saldo al 31 de Diciembre de 2013 del epígrafe de Deudores por derecho reconocidos presenta la siguiente composición:

• Generalitat de Catalunya		
- Contrato-Programa (C.P.) (Nota 12.3)	-	
- Otros	549.526,71	549.526,71
• Ajuntament de Barcelona		
- Contrato-Programa (C.P.) (Nota 12.3)	6.694.325,00	
- Otros	44.139,59	6.738.464,59
• Ajuntament de Badalona		579.827,31
• Otros		245.353,69
		<u>8.113.172,30</u>

- 6.2 - El epígrafe de ingresos diferidos (Ajustes por Periodificación) corresponde a la financiación a recibir en el próximo Contrato-Programa para financiar los gastos devengados por este concepto y reflejados en el epígrafe de gastos diferidos (Nota 10.4).




ATM

INMOVILIZADO MATERIAL E INVERSIONES EN INFRAESTRUCTURA Y BIENES DESTINADOS AL USO GENERAL

	VALOR DE COSTE				FONDO DE AMORTIZACIÓN				Valor Neto 31.12.2013
	Saldo 1.1.2013	Altas	Traspasos/ Bajas	Saldo 31.12.2013	Saldo 1.1.2013	Dotaciones	Traspasos/ Bajas	Saldo 31.12.2013	
• Construcciones	309.881,95	-	-	309.881,95	309.881,94	-	-	309.881,94	0,01
• Maquinaria, instalaciones y utensilios	97.565,23	29.199,96	-	126.765,19	85.310,70	12.049,33	-	97.360,03	29.405,16
• Mobiliario	89.145,33	16.038,21	-	105.183,54	66.277,92	6.336,90	-	72.614,82	32.568,72
• Equipos proceso información	1.054.992,94	19.802,10	-	1.074.795,04	949.116,11	75.462,52	-	1.024.578,63	50.216,41
• Instalaciones complejas especializadas	8.219.931,67	346.300,00	(-)1.002.104,00	7.564.127,67	7.134.555,47	166.788,32	-	7.301.343,79	262.783,88
• Otro inmovilizado material	1.661,08	-	-	1.661,08	416,18	166,02	-	582,20	1.078,88
INMOVILIZADO MATERIAL	9.773.178,20	411.340,27	(-) 1.002.104,00	9.182.414,47	8.545.558,32	260.803,09	-	8.806.361,41	376.053,06
INVERSIONES EN INFRAESTRUCTURA Y BIENES DESTINADOS AL USO GENERAL	3.863.562,78	-	-	3.863.562,78	-	-	-	-	3.863.562,78

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- 6.3 - El epígrafe de Otros deudores no presupuestarios incluye un importe pendiente de cobro de Ferrocarril Metropolità de Barcelona, S.A. por 6.385 miles de euros, y corresponden al I.V.A. repercutido en diversas facturas de arrendamiento de trenes (Nota 12.1).

Nota 7 - CUENTAS FINANCIERAS

- 7.1 - El epígrafe "Tesorería" corresponde a las siguientes cuentas:

• Saldos disponibles en bancos e instituciones de crédito	6.475.355,92
• Cuenta corriente "Cash Pooling"	80.176.085,98
	<u>86.651.441,90</u>

- 7.2 - El mes de Mayo de 2008 se formalizó el protocolo de colaboración entre la Generalitat de Catalunya y la ATM para la adhesión de ésta al modelo de gestión de tesorería corporativa de la Generalitat de Catalunya, basado en un sistema de "Cash Pooling". Los saldos excedentes que provengan de ingresos propios desde las cuentas operativas a la cuenta tesorera corporativa se retribuyen al un mes.

Nota 8 - PATRIMONIO Y RESERVAS



Los fondos propios de la ATM han tenido el siguiente movimiento durante el ejercicio 2013:

	Saldo 1.1.2013	Aplicación Resultado 2012	Resultado 2013	Saldo 31.12.13
• Patrimonio	16.511.711,97	(-) 7.756.214,15	-	8.755.497,82
• Resultado del ejercicio	(-) 7.756.214,15	7.756.214,15	(-) 6.975.099,10	(-) 6.975.214,15
	<u>8.755.497,82</u>	-	(-) 6.975.099,10	<u>1.780.398,72</u>







Nota 9 - SUBVENCIONES DE CAPITAL E INGRESOS ANTICIPADOS

9.1 - Las subvenciones procedentes del sector estatal corresponden al Fondo del Ministerio de Fomento por la ejecución de las obras de construcción de un paso bajo la autopista A-2 para permitir la circulación del Tranvía Diagonal-Baix Llobregat (Nota 5.1 y 9.2). Importe certificado total de 3.863.562,03 euros.

9.2 - Los ingresos anticipados tienen la siguiente composición:

• Contrato-Programa 2013 (Nota 12.3)	511.366,31
• Contrato-Programa 2011-12 (Nota 12.3)	210.021,72
• Ingresos diferidos gastos de emisión y gestión T-12	1.488.813,51
• Transferencia del IMSERSO para el desarrollo de un programa de accesibilidad en las renovaciones de flota de las líneas regulares de autobuses (pendiente de aplicar de aportaciones 2001-2007)	1.217.188,33
• Transferencia relativa al convenio de 2 de Junio de 2000 entre la Generalitat de Catalunya y la ATM para la financiación del sistema de validación y venta integrada (pendiente de aplicar aportación año 2000)	163.161,21
• Aportación del Ministerio de Fomento para el paso bajo la A-2 (pendiente de aplicar)	43.016,64
	<u>3.633.567,72</u>



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Nota 10 - ACREEDORES A CORTO PLAZO

- 10.1 - El saldo a 31 de Diciembre de 2013 del epígrafe de Acreedores por obligaciones reconocidas y pagos ordenados y otros acreedores no presupuestarios, presenta la siguiente composición:

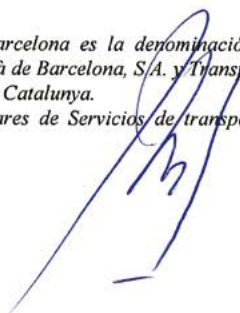
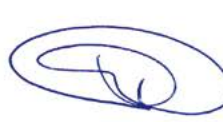
• TMB (Contrato-Programa) (1)	72.216.036,80
• TMB (otros conceptos)	120.293,36
• FGC (Contrato-Programa) (2)	14.665.509,50
• AMB (Contrato-Programa)	129.302,00
• Tramvia Metropolità del Besòs, S.A.	2.261.132,26
• Tramvia Metropolità, S.A.	1.123.133,83
• RENFE operadora	2.547.663,53
• Ajuntaments de l'AMTU (3)	1.410.901,76
• Otros	778.581,59
Total (incluido 682.107,41 de acreedores por I.V.A.)	<u>95.252.554,63</u>

El epígrafe de Otros corresponde en su mayor parte a la adquisición de bienes y servicios por parte de la ATM.

Los saldos acreedores asociados a gastos de Contrato-Programa se detallan en la Nota 12.3.



- (1) *Transports Metropolitans de Barcelona es la denominación bajo la que se prestan sus servicios las empresas Ferrocarril Metropolità de Barcelona, S.A. y Transports de Barcelona, S.A.*
- (2) *Ferrocarrils de la Generalitat de Catalunya.*
- (3) *Agrupación de municipios titulares de Servicios de transporte urbano de la Región Metropolitana de Barcelona.*



- 10.2 - El epígrafe de “operadores por integración tarifaria” refleja el saldo neto acreedor relativo a importes a cobrar y a pagar a los operadores y comercializadores adheridos al Sistema Tarifario Integrado de la región metropolitana de Barcelona. El detalle del saldo neto es el siguiente:

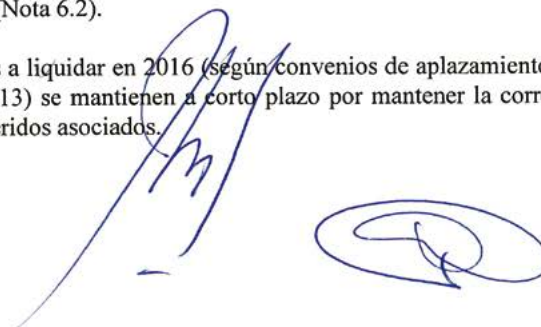
Operador	Saldo a pagar (a cobrar)
• TMB	6.643.661,72
• FGC	(-) 1.181.522,36
• RENFE operadora	(-) 1.663.971,02
• AMB	(-) 431.291,72
• ADIF	792.313,57
• Transportes Urbanos y Servicios Generales, SAL	895.910,12
• Hispano Igualadina	743.402,62
• Marfina Bus, S.A.	508.759,03
• Mohn, S.L.	531.427,62
• Soler i Sauret, S.A.	601.808,25
• Logista, S.A.	(-) 2.139.063,32
• Comercial Servicio Quiniela	(-) 1.374.785,75
• Otros operadores y comercializadores	4.228.124,90
	<u>8.154.773,66</u>

- 10.3 - El saldo del epígrafe “gastos diferidos” refleja los siguientes conceptos:

• Gastos a liquidar en el ejercicio 2013 por Integración Tarifaria (Nota 12.2.b)	1.324.002,82
• Resto compensación estimada a RENFE por Integración Tarifaria del ejercicio 2013 (Nota 12.2.c)	3.849.000,00
• Compensación Tranvías a liquidar en 2014	2.000.000,00
• Compensación Tranvías a liquidar en 2016	6.000.000,00
	<u>13.173.002,82</u>

La suma de los gastos diferidos por compensaciones, con un importe total de 11.849 miles de euros, están financiados por ingresos diferidos en concepto de Contrato-Programa (Nota 6.2).

Las compensaciones a liquidar en 2016 (según convenios de aplazamiento de 10 de Diciembre de 2013) se mantienen a corto plazo por mantener la correlación con los ingresos diferidos asociados.





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Nota 11 - SITUACIÓN FISCAL

- 11.1 - De acuerdo con la legislación vigente, las liquidaciones de impuestos no pueden considerarse definitivas hasta no haber sido inspeccionadas por las autoridades fiscales o transcurrido el plazo de prescripción de cuatro años. La **ATM** tiene abiertos a inspección todos los ejercicios no prescritos y para todos los tributos a los que está sujeta. En opinión de los administradores de la **ATM** no se espera que se devenguen pasivos adicionales significativos como consecuencia de una eventual inspección.
- 11.2 - El saldo de la cuenta Hacienda Pública acreedora por conceptos fiscales refleja básicamente las retenciones practicadas a cuenta del I.R.P.F. en el mes de Diciembre de 2013.
- 11.3 - El saldo de la cuenta Hacienda Pública deudora por I.V.A. corresponde a la liquidación de Diciembre de 2013 presentada en Enero de 2014.

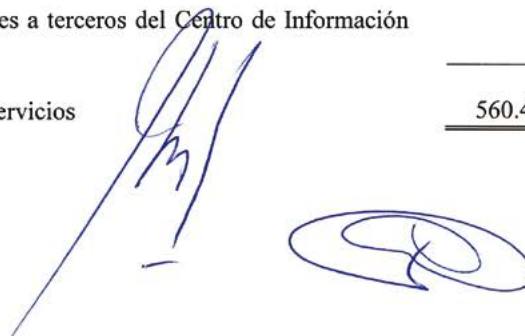
Nota 12 - INGRESOS Y GASTOS

- 12.1 - Ingresos por ventas de servicios



Al 31 de Diciembre de 2013 este epígrafe presenta la siguiente composición:

• Venta de títulos integrados	457.901.934,66
• Repercusión de los gastos de gestión del sistema tarifario integrado	28.691.807,23
Ingresos del sistema tarifario integrado (Nota 12.2)	<u>486.593.741,89</u>
• Ingresos aplicados por solicitudes T-12	<u>759.871,01</u>
• Cesión trenes a TMB	<u>72.964.319,44</u>
• Facturaciones a terceros del Centro de Información TransMet	<u>93.600,00</u>
• Ventas de servicios	<u>560.411.532,34</u>





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El 25 de Julio del 2006, la **ATM** formalizó la cesión a Ferrocarril Metropolità de Barcelona, S.A. de la explotación y operación de los trenes objeto del Contrato Marco y de Arrendamiento, previo suministro de 39 trenes para la red de metro, suscrito en fecha 8 de Agosto de 2003 por la **ATM**, Alquiler de Trenes Agrupación de Interés Económico, S.A. y CAF, S.A.

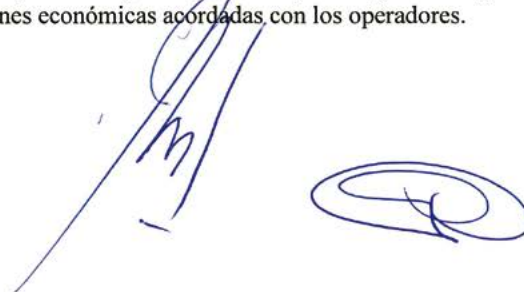
Con fecha 21 de Septiembre de 2006 se formalizó otro convenio relativo a la cesión de la explotación y operación de los trenes objeto del Contrato Marco y de Arrendamiento, previo suministro de 50 trenes para la red de metro, suscrito en fecha 23 de Julio de 2004 por la **ATM**, Alquiler de Trenes Agrupación de Interés Económico, S.A. y ALSTOM, S.A.

Finalmente, en fecha 2 de Julio de 2007 se formalizó un convenio relativo a la cesión de la explotación y operación de los trenes objeto del Contrato Marco y de Arrendamiento, previo suministro de 10 trenes para la red de metro, suscrito en fecha 18 de Abril de 2005 por la **ATM**, Alquiler de Trenes Agrupación de Interés Económico, S.A. y CAF, S.A.

En virtud de estos acuerdos de cesión, Ferrocarril Metropolita de Barcelona, S.A. tendrá que satisfacer anualmente a la **ATM** las contraprestaciones previstas por la cesión de la explotación y operación de los trenes, mediante la compensación con las subvenciones que TMB tenga que cobrar de la **ATM** anualmente por este concepto. Para el año 2013 este importe ha sido de 72.964 miles de Euros.

12.2 - Gastos por trabajos realizados por otras empresas

- a) En el ejercicio 2001 se puso en marcha el Sistema Tarifario Integrado de la región metropolitana de Barcelona. En virtud de los diferentes convenios firmados con los operadores y los comercializadores, la **ATM** realiza las ventas de títulos integrados (T-10, T-50/30, T-MES, T-DIA y otros) y repercute a los operadores los gastos de gestión del sistema. Por otra parte la **ATM** se hace cargo de liquidar los ingresos asignados a cada operador en función de los viajeros transportados (validaciones y encuestas), de los gastos de gestión del sistema (edición de títulos, comisiones de comercialización, rechazo, auditoría, encuestas, comunicación y otros gastos de gestión) y de las compensaciones económicas acordadas con los operadores.






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b) Los gastos del Sistema Tarifario Integrado asociados en el ejercicio 2013, en virtud de lo expuesto, se obtienen a partir del cálculo siguiente:

• Gastos por Servicios de transporte de viajeros, incentivo de Seguridad y tasa de Seguridad (ingresos asignados a los operadores)	457.901.906,93
• Gastos de gestión del sistema:	
– Comisiones, gastos por edición y comercialización de títulos y otros (importe neto)	20.902.334,97
– Gastos gestión ATM (1)	7.538.842,90
	<u>28.441.177,87</u>
• Otros gastos	<u>27,73</u>
• Otros ingresos del sistema	<u>(-) 93.600,00</u>
• Periodificación de gastos a liquidar al 31 de Diciembre de 2012	<u>(-) 979.773,46</u>
• Periodificación de gastos a liquidar al 31 de Diciembre de 2013:	
– Gastos por Servicios de transporte de viajeros	1.000.000,00
– Gastos de gestión	324.002,82
	<u>1.324.002,82</u>
• Gastos del sistema tarifario integrado	<u>486.593.741,89</u>



(1) Importe presupuestado



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c) Adicionalmente la **ATM** liquida, con la financiación recibida a cuenta del Contrato-Programa 2013 (Nota 12.3.e), las siguientes compensaciones por integración tarifaria, a las empresas operadoras (epígrafe de transferencias corrientes a otras empresas):



• Compensaciones Integración Tarifaria	34.296.277,62
• Compensaciones servicio nocturno	3.176.829,50
• Compensaciones por Ayuntamientos AMTU	5.643.607,61
• Compensaciones per Integración Tarifaria y servicio nocturno periodificadas a 31 de Diciembre 2012	(-) 3.189.000,00
• Compensaciones per Integración Tarifaria del ejercicio 2013 periodificadas a 31 de Diciembre 2013 (Nota 10.4)	3.849.000,00
	<u>43.776.714,73</u>

12.3 - Ingresos y gastos por transferencias corrientes (Contrato Programa)

a) El 27 de Diciembre de 2013 se firmó entre la AGE y la **ATM** el Contrato Programa 2013 que tiene por objeto regular las relaciones recíprocas relativas a la financiación del transporte público regular de viajeros en el ámbito definido en el artículo 1 de los estatutos de la **ATM**, dando continuidad a diversos aspectos de los Contratos-Programa relativos a periodos anteriores. Este Contrato-Programa tenía vigencia del 1 de Enero de 2013 hasta el 31 de Diciembre de 2013.



Los Contratos Programas recogen las necesidades del sistema de transporte gestionado por la **ATM** y su cobertura mediante las aportaciones de los usuarios y de las Administraciones públicas: AGE y Administraciones Consorciadas en la **ATM** (Generalitat de Catalunya, Ajuntament de Barcelona y Àrea Metropolitana de Barcelona).

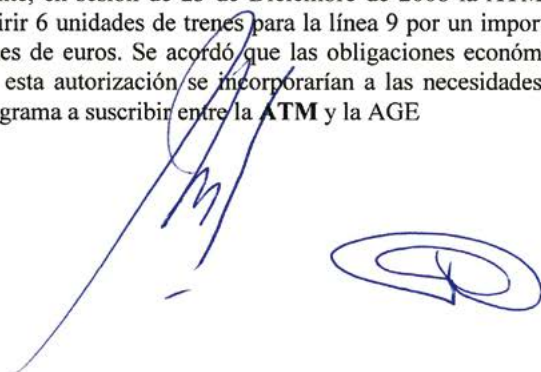


- b) Con fecha 7 de Julio de 2009 la Comisión de Seguimiento del Contrato Programa 2007-2008 aprobó su liquidación, resultando un importe neto pendiente de aplicación de 415 miles de euros, que la **ATM** contabilizó en la cuenta de reserva correspondiente y que se aplica como origen del Contrato Programa 2011-2012. Este importe se compone de un exceso de aportaciones de la AGE de 5.330 miles de euros (que según la cláusula 9.1 del Contrato Programa 2011-2012 se ha tenido en cuenta en el abono de la aportación de la AGE para el año 2012) y un defecto de aportaciones de las administraciones consorciadas de 4.915 miles de euros, que corresponden a Generalitat de Catalunya (2.670 miles de euros), Ajuntament de Barcelona (1.229 miles de euros) y Àrea Metropolitana de Barcelona (1.016 miles de euros).
- c) Con fecha 7 de Julio de 2011 la Comisión de Seguimiento del Contrato Programa 2009-2010 aprobó su liquidación, resultando un déficit de aportaciones realizadas al sistema respecto de las subvenciones devengadas de 178.178 miles de euros. Este importe se compone de un exceso de aportaciones a la AGE de 3.827 miles de euros y un defecto de aportaciones de las administraciones consorciadas de 181.985 miles de euros, estando pendiente de determinar su reparto entre las administraciones consorciadas.

Este déficit de aportaciones de 178.158 miles de euros tiene contrapartida en el endeudamiento financiero de los operadores por 188.080 miles de euros (TMB, FGC y AMB) y en signo contrario por los importes pendientes de aplicación por parte de la **ATM** por 9.922 miles de euros (cuenta reserva); esta cuenta reserva se aplicó como origen del Contrato Programa 2011-2012.

Las administraciones tienen que efectuar las aportaciones necesarias para cubrir este déficit de aportaciones de acuerdo con la Comisión de Seguimiento del Contrato Programa y en el marco de negociación de los futuros Contratos Programas. En este sentido, el mismo Contrato Programa 2011-2012 recogía las correspondientes anualidades de amortización de los préstamos concertados por TMB para cubrir este concepto.

Adicionalmente, en sesión de 23 de Diciembre de 2008 la **ATM** autorizó a TMB a adquirir 6 unidades de trenes para la línea 9 por un importe estimado de 44 millones de euros. Se acordó que las obligaciones económicas que se derivaran de esta autorización se incorporarían a las necesidades de futuros contratos programa a suscribir entre la **ATM** y la AGE





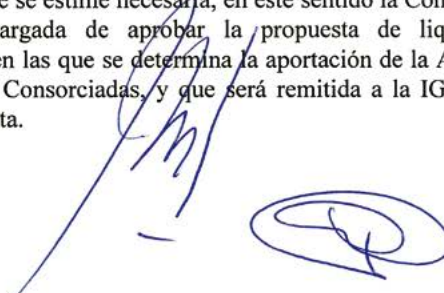
- d) Con fecha 12 de Septiembre de 2013 la Comisión de Seguimiento del Contrato Programa 2011-2012 aprobó su liquidación, resultando un déficit de aportaciones realizadas al sistema respecto de las subvenciones devengadas de 187.417 miles de euros. Este importe se compone de un exceso de aportaciones del AGE de 3.617 miles de euros y un defecto de aportaciones de las administraciones consorciadas de 191.034 miles de euros, estando pendiente de determinar su reparto entre las administraciones consorciadas.

Este déficit de aportaciones de 187.417 miles de euros tiene contrapartida en el endeudamiento financiero neto de los operadores por 187.625 miles de euros (TMB, FGC y AMB) y en signo contrario por los importes pendientes de aplicación por parte de la ATM por 208 miles de euros (cuenta reserva), esta cuenta reserva está pendiente de aplicación a 31 de Diciembre de 2013.

Las administraciones tienen que efectuar las aportaciones necesarias para cubrir este déficit de aportaciones de acuerdo con la Comisión de Seguimiento del Contrato Programa y en el marco de negociación de los futuros Contratos Programa. En este sentido, el mismo Contrato Programa 2013 recogía las correspondientes anualidades de amortización de los préstamos concertados por TMB para cubrir este concepto.

Cabe señalar que en sesión de 20 de Diciembre de 2012 la Comisión de Administración de la ATM autorizó a TMB a destinar una parte del endeudamiento autorizado para el año 2012, y que no se incluyó como un origen del Contrato Programa 2011-2012, a pagar los compromisos asumidos en materia de plan de reequilibrio y cobertura de contingencias de riesgo del año 2012 de esta empresa, por un importe de 25.036 miles de euros, importe que finalmente se justificó por 25.260 miles de euros.

- e) El Contrato Programa 2013 establece los criterios de liquidación de la aportación de la AGE para este período. Por otro lado, tal y como indica el Contrato Programa, la Comisión de Seguimiento realizará la propuesta anual de liquidación en base a los criterios fijados en el Contrato Programa, así mismo, controlará sobre la base de la información solicitada a la ATM la ejecución del Contrato Programa, facilitando a los miembros de la Comisión cualquier información que se estime necesaria, en este sentido la Comisión de Seguimiento es la encargada de aprobar la propuesta de liquidación presentada por la ATM en las que se determina la aportación de la AGE y la de las Administraciones Consorciadas, y que será remitida a la IGAE, que verificará la validez de esta.





En este Contrato-Programa, se prevé que las necesidades sean financiadas con los ingresos de los usuarios, las consignaciones presupuestarias de las administraciones y con un endeudamiento financiero por parte de los operadores tal y como aprobó la **ATM** en sesiones de su Consejo de Administración de 20 de Diciembre de 2012 y de 22 de Julio de 2013.

Las administraciones, igual que para los Contratos Programas 2009-2010 y 2011-2012 tienen que efectuar las aportaciones necesarias para cubrir este déficit de aportaciones de acuerdo con la Comisión de Seguimiento del Contrato Programa. En este sentido la **ATM** registrará las citadas aportaciones y su traspaso a los operaciones en el momento en que sean liquidadas por las Administraciones.

- f) En el cuadro resumen que se presenta en este apartado, se detallan los efectos presupuestarios de las transferencias corrientes y de capital recibidas en el ejercicio 2013 por la **ATM** de las Administraciones, así como las aportaciones corrientes y de capital que ésta ha realizado a los operadores en virtud de los acuerdos con cada uno de ellos, los gastos relativos a las actuaciones en relación a los operadores de transporte público interurbano en régimen de gestión indirecta y las de los sistemas tranviarios.





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El resumen de los efectos en la cuenta de resultados es el siguiente, en miles de euros:

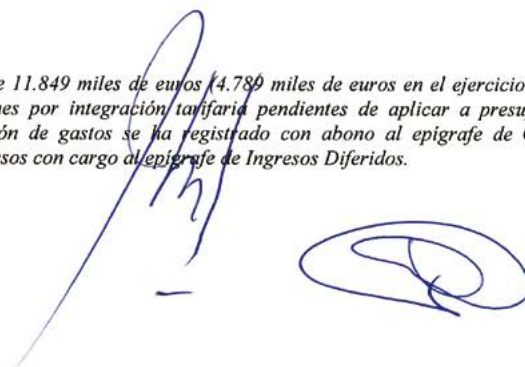
	<u>Ingresos (1)</u>	<u>Gastos (1)</u>
Contrato Programa		
• Administraciones	538.926	-
• Operadores públicos (TMB-FGC)	-	336.473
• AMB (gestión indirecta)	-	69.274
• Compensaciones para integración tarifaria, otras subvenciones a operadores y AMTU	-	43.040
• Otras transferencias	-	430
• Tramvia Baix Llobregat y Glòries Besòs (Nota 13)	-	98.923
Otras transferencias	<u>737</u>	<u>946</u>
Transferencias corrientes y de capital en cuenta de resultados	<u>539.663</u>	<u>549.086</u>

En el ejercicio 2013 la ATM ha reconocido como ingreso de transferencia por Contrato Programa un importe de 273 miles de euros por mantenimiento del SAE.

Cabe mencionar que, de forma excepcional y con cargo a sus recursos propios, para el ejercicio 2013 la ATM ha contribuido al presupuesto de gastos de Contrato Programa en un importe total de 9.488 miles de euros.



(1) Ingresos y Gastos incluyen un total de 11.849 miles de euros (4.789 miles de euros en el ejercicio 2012) correspondientes a las compensaciones por integración tarifaria pendientes de aplicar a presupuesto (Nota 10.4 y 12.2). La periodificación de gastos se ha registrado con abono al epígrafe de Gastos Diferidos, y la periodificación de ingresos con cargo al epígrafe de Ingresos Diferidos.





SITUACIÓ AL 31.12.13 DEL SISTEMA DE TRANSPORTE 2013 (miles de euros)

	Derechos reconocidos	Cobros	Pendiente de cobro al 31.12.2013 (3)
INGRESOS	2013	2013	
• AGE	94.919	94.919	-
• Generalitat de Catalunya	277.919	277.919	-
• Ajuntament de Barcelona	80.174	73.480	6.694
• AMB	79.871	79.871	-
TOTAL	532.883	526.189	6.694
	Obligaciones liquidadas	Pagos	Pendiente de pago al 31.12.2013 (3)
GASTOS	2013	2013	
• TMB (1)/(4)/(5)	295.546	223.330	72.216
• FGC (1)/(4)	40.927	26.261	14.666
• AMB (Gestió indirecta) (2)/(4)	69.274	69.274	-
• Tramvia Baix Llobregat y Glòries-Besòs (corriente) (6)	45.056	42.508	2.548
• Tramvia Baix Llobregat y Glòries-Besòs (capital)	47.467	47.467	-
• AMTU (Ejecución directa ATM)	5.644	4.233	1.411
• Gestión Indirecta (Ejecución directa ATM) (6)	32.605	32.573	32
• Cercanías RENFE (Ejecución directa ATM) (7)	5.340	3.189	2.151
TOTAL	541.859	448.835	93.024
• Contribución del presupuesto propio ATM	(-) 9.488		
INGRESOS ANTICIPADOS			
		512	
			Ingresos anticipados 31.12.13 (Nota 9.2)
			512

- (1) Pendiente liquidación Contrato Programa.
- (2) Cifra presupuestaria. Pendiente de recibir el certificado de aportaciones de la AMB a las líneas de la AMB bajo su tutela. Estas operaciones determinan finalmente la cifra de gasto reconocida de la G. Indirecta de la AMB y su aportación real al Contrato-Programa.
- (3) Los saldos a cobrar y a pagar forman parte respectivamente de las posiciones de "Deudores" y "Deudas a corto plazo" del pasivo del balance de situación.
- (4) Para el año 2013 no incluyen las necesidades previstas a cubrir con endeudamiento financiero previsto para el 2013 (88.746 miles de euros para TMB y 20.512 miles de euros para la AMB), y que según los acuerdos del Consejo de Administración de la ATM de 20 de Diciembre de 2012 y 22 de Julio de 2013 las obligaciones económicas del cual se incorporarán a las necesidades de futuros contratos programa. Tampoco incluye las aportaciones de la ATM para necesidades previstas de los operadores del año 2013 a liquidar en futuros contratos programa (22.402 miles de euros para TMB y 8.427 miles de euros para FGC) y que también deberán incorporarse a las necesidades de los citados futuros contratos programa (Nota 12.3.d).
- (5) El incremento de la aportación prevista se aprobó en el Consejo de Administración del 23 de Diciembre, dado que la Generalitat incrementó la aportación prevista inicialmente del Cánón de uso de la L9.
- (6) El incremento de la aportación prevista se aprobó en el Consejo de Administración del 23 de Diciembre de 2013 para dar cobertura al incremento de necesidades de los Operadores de Gestión Indirecta, mediante una serie de modificaciones presupuestarias entre partidas del presupuesto ATM que invierten un crédito excedentario para cubrir mayores necesidades del Sistema.
- (7) La 8ª Adenda a los Convenios de colaboración entre la Autoritat del Transport Metropolità de Barcelona y Renfe, firmados el 28.07.99 y el 05.04.01 prevén una aportación máxima de 6.000 miles de euros para el año 2013; en el año 2013 se liquidó 3.189 miles de euros (7ª adenda del año 2012) y 2.151 miles de euros (8ª adenda del año 2013).





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- g) En función de las liquidaciones de los Contratos Programa 2009-2010 y 2011-2012, así como de las cifras previstas en el Contrato Programa 2013, todavía pendiente de liquidación, y de los diferentes acuerdos adoptados por las Administraciones Consorciadas en el Consejo de Administración de la ATM, todos detallados anteriormente, las aportaciones devengadas por los operadores y que a 31 de Diciembre de 2013 estaban pendientes de aportación en futuros Contratos Programas por parte de las Administraciones Públicas, son los siguientes::

	Liquidación CP 2009-10	Liquidación CP 2011-12	CP 2013 (Pendiente liquidación)	Amortización deuda 2009-2012	Amortización prevista deuda 2013	Deuda neta a 31.12.2013
<u>Liquidaciones Contrato Programa (Nota 12.3 e), d), e) y f) (1)</u>						
• TMB	173.033	168.494	111.148	(-) 74.862	(-) 63.336	314.477
• FGC	2.385	(-) 4.457	8.427	-	-	6.355
• AMB	12.662	23.588	20.512	(-) 6.512	(-) 20.512	29.738
	188.080	187.625	140.087	(-) 81.374	(-) 83.848	350.570

Otros conceptos

• TMB	Plan de reequilibrio y contingencias de riesgo 2012 (incluido en autorización endeudamiento 2012), Nota 12.3.d	25.260
• TMB	Aportación pendiente por tarificación social 2012 (AMB)	-5.000
• TMB	Previsión mayores necesidades 2013 (2)	6.030
• AMB	Previsión mayores necesidades 2013 (2)	27.270
• ATM	Previsión mayores necesidades 2013 (2)	7.627
DEUDA NETA NOTAL a 31.12.2013		411.757

(1) Cabe considerar que el Contrato Programa está pendiente de liquidación, y por tanto las cifras que aparecen son las previstas en el mismo Contrato Programa.

(2) Corresponden a una previsión de mayores necesidades incorporada en el Plan marco de Saneamiento Financiero del Sistema y de Refinanciación de la Deuda aprobada en el Consejo de Administración de la ATM el 6 de marzo de 2014.

- h) El 6 de Marzo de 2014, en el Consejo de Administración de la ATM se firmó el Pacte metropolità del Transport Públic entre la Generalitat de Catalunya, el Ajuntament de Barcelona y el Àrea Metropolitana de Barcelona relativo a la financiación del sistema de transporte público gestionado por la Autoritat del Transport Metropolità donde se acuerdan las líneas de actuación del Plan de financiación:





- 1) Redacción de un plan de saneamiento de la deuda existente que recupere el equilibrio entre los ingresos y los costes del sistema.
- 2) Aumento de las aportaciones económicas de las Administraciones consorciadas durante los próximos tres años y compromiso de incremento a partir del 2017 en función de la ponderación objetiva entre el IPC general y el IPC del transporte para el sostenimiento del sistema. De esta forma, la Generalitat mantendrá la aportación para el 2014, incrementará en 2,4 millones de euros la del 2015 y en 5,5 millones de euros la del 2016. Por su parte, el Ajuntament de Barcelona aumentará cada año en 10 millones de euros las aportaciones del 2014, 2015 y 2016, mientras que el incremento por la AMB será de 7 millones de euros anuales en los mismos tres años. Así, a partir del 2016 la aportación de la Generalitat al sistema será de 289,1 millones de euros, la del Ajuntament de Barcelona de 110,4 millones de euros y la de la AMB de 115,8 millones de euros. En los tres casos se le sumará cada año el aumento ponderado del IPC.
- 3) Los nuevos servicios que se pongan en marcha en un futuro tendrán que prevenir su sostenibilidad a partir de las nuevas aportaciones al sistema que haga la administración que propone el incremento de servicios. En este sentido, el acuerdo del día 17 de Febrero ya incorpora el aumento de oferta que supondrá la entrada en funcionamiento de la L9 y los prolongamientos de FGC a Terrassa y Sabadell.
- 4) Diseñar nuevas medidas de ahorro para los operadores públicos con el compromiso de reducir el endeudamiento del sistema a corto plazo. Esta medida incluye una cláusula social que garantiza que no se pueden producir despidos.

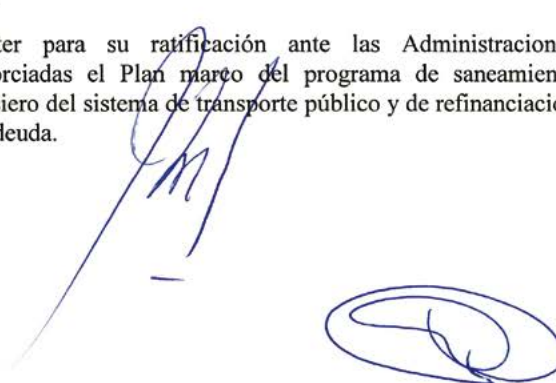




- 5) Confeccionar un plan de estímulo de la demanda que establezca a partir del 2015 una mejora del modelo tarifario, con un sistema objetivo de precios, y con la garantía que las aportaciones de los usuarios vía tarifas nunca será superior al 50% del coste total del sistema. Este plan incluye avanzar hacia una nueva fórmula más equitativa del cálculo de las diferentes zonas tarifarias y de los diferentes títulos, incluyendo un replanteamiento de la T-10. Estas actuaciones ya formarían parte del nuevo sistema tarifario de la T-Mobilitat que se tiene que comenzar a implantar de forma progresiva a partir del 2015.
- 6) Introducir criterios ambientales que penalicen económicamente al transporte privado y que los ingresos reviertan de forma finalista en el mantenimiento del sistema de transporte público.
- 7) Mantenimiento de la tarificación social existente, que actualmente representa un 22% de los viajes que se realizan en el sistema.

i) El mismo día, en sesión de 6 de Marzo de 2014, el Consejo de Administración de la ATM acordó, en función del citado Pacte Metropolità del Transport Públic:

- 1) Aprobar la propuesta del Plan marco del programa de saneamiento financiero del sistema de transporte público y de refinanciación de la deuda; así como la actualización del escenario de financiación con el cierre provisional del año 2013.
- 2) Aprobar las bases para la redacción del Plan cuadrienal de financiación 2014-2017 con las Administraciones y de los Contratos programa 2014-2017 con los operadores del transporte.
- 3) Someter para su ratificación ante las Administraciones Consorciadas el Plan marco del programa de saneamiento financiero del sistema de transporte público y de refinanciación de la deuda.





- 4) Encargar al Director general de la Autoritat del Transport Metropolità los siguientes trabajos en el menor plazo posible:
- a. La redacción del Pla cuadrienal de financiación con las Administraciones consorciadas de la Autoritat del Transport Metropolità para el primer cuatrienio, período 2014-2017; de acuerdo a las bases aprobadas, para que pueda ser sometida, previo a su firma, a la aprobación de los órganos de gobierno de las Administraciones consorciadas.
 - b. La redacción de los Contratos programa entre Transports Metropolitans de Barcelona-Autoritat del Transport Metropolità, Ferrocarrils de la Generalitat de Catalunya-Autoritat del Transport Metropolità i el Àrea Metropolitana de Barcelona (autobuses de gestión indirecta)-Autoritat del Transport Metropolità para el primer cuatrienio, período 2014-2017, conjuntamente con el Vicepresidente ejecutivo de Transports Metropolitans de Barcelona, el Presidente de Ferrocarrils de la Generalitat de Catalunya y el Vicepresidente de Transports i Mobilitat del Àrea Metropolitana de Barcelona respectivamente y las personas que se consideren adecuadas; de acuerdo con las bases aprobadas, para que se puedan firmar en unidad de acto con el Plan cuadrienal de financiación.
 - c. Llevar a cabo, conjuntamente con el Vicepresidente ejecutivo de Transports Metropolitans de Barcelona y las personas que se consideren adecuadas, las negociaciones con las entidades financieras para la refinanciación de la deuda acumulada del sistema.





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12.4 - Gastos de personal

La plantilla de la ATM al 31 de Diciembre de 2013 distribuida por categorías profesionales, incluyendo una persona en comisión de servicios de TMB, se detalla a continuación:

Categoría	Hombre	Mujer	Número de empleados
• Director general	-	1	1
• Director técnico	-	1	1
• Jefe de Servicio	2	7	9
• Jefe de Unidad	1	2	3
• Técnico superior	1	1	2
• Técnico grado medio	3	-	3
• Administrativos	7	2	9
• Auxiliares administrativos	1	-	1
	15	14	29

Durante el ejercicio 2013 la ATM ha dispuesto de un empleado adscrito en comisión de servicios (de acuerdo con el convenio suscrito al efecto con TMB). En este sentido el epígrafe de trabajos realizados por otras empresas incluye el gasto correspondiente a este concepto.

- 12.5 - La previsión de honorarios para la auditoría de las cuentas anuales del ejercicio 2013 es de 17.654 euros. La sociedad auditora ha facturado un importe de 2.750 euros por otros servicios.



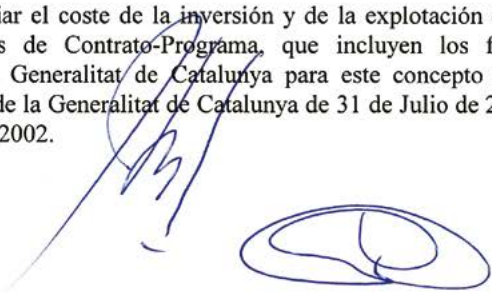

**Nota 13 - OTRAS CONSIDERACIONES****13.1 - Tranvía Baix Llobregat y Tranvía Sant Martí-Besòs**

- a) El 27 de Abril de 2000 el Consejo de Administración de la **ATM** adjudicó la redacción del proyecto, la construcción y la explotación de un sistema de tranvía-metro ligero en el corredor Diagonal-Baix Llobregat del área de Barcelona que incluye sistema tranviario, servicios afectados y expropiaciones. El contrato correspondiente fue formalizado el 17 de Noviembre de 2000 con Tramvia Metropolitana, S.A. con un presupuesto inicial de 217 millones de euros (antes de I.V.A.).

Los terrenos afectados por las expropiaciones relativas a este proyecto forman parte del dominio público del Consorcio de la **ATM**, que actúa como beneficiario en atención al riesgo asumido en relación con el justiprecio. El pago de éste es obligación de la empresa adjudicataria hasta el límite de la cifra de inversión prevista para las expropiaciones en el proyecto económico financiero del adjudicatario. La **ATM** no registrará contablemente la inversión en estos terrenos hasta el momento de su reversión. En el ejercicio 2005 la **ATM** comenzó a aprobar transferencias de capital por el exceso de expropiaciones respecto el límite previsto a cargo de la empresa adjudicataria, registrándolas cuando nace la obligación de pago.

- b) El 12 de Diciembre de 2002, el Consejo de Administración de la **ATM** aprobó el proyecto constructivo del Tranvía Sant Martí-Besòs por un importe de 205 millones de euros (antes de I.V.A.), así como el contrato definitivo con el adjudicatario (Tramvia Metropolitana del Besòs, S.A.).
- c) En el ejercicio 2004 se han puesto en servicio los dos sistemas tranviarios citados. Las transferencias corrientes y de capital entregadas por la **ATM** a las sociedades concesionarias de los servicios en el ejercicio 2012 se detallan en la Nota 12.3.

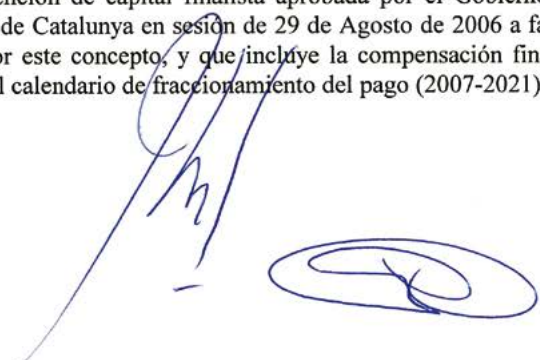
La **ATM** prevé financiar el coste de la inversión y de la explotación de los Tranvías con recursos de Contrato-Programa, que incluyen los fondos comprometidos por la Generalitat de Catalunya para este concepto según acuerdos de Gobierno de la Generalitat de Catalunya de 31 de Julio de 2000 y de 24 de Diciembre de 2002.





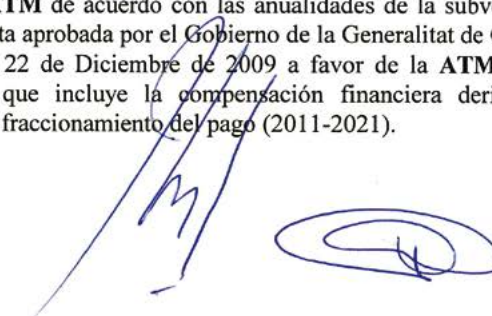
Desde su adjudicación el Consejo de Administración de la **ATM** ha aprobado diversas modificaciones en la ejecución de estas actuaciones. Para la cobertura de las mayores necesidades de financiación que suponen estas actuaciones la **ATM** ha formalizado diversos convenios de pago con las sociedades concesionarias con cargo a los compromisos plurianuales asumidos por la Generalitat de Catalunya por estos conceptos:

- Con fecha 4 de Julio de 2005 la **ATM** y Tramvia Metropolità, S.A. formalizaron un convenio por el cual la **ATM** abonará a la sociedad concesionaria del Tramvia Diagonal-Baix Llobregat un importe total de 36.571 miles de euros en concepto de indemnización, revisiones de precios y modificaciones del contrato inicial. Este pago lo realizará la **ATM** de acuerdo con las anualidades de la subvención de capital finalista aprobada por el Gobierno de la Generalitat de Catalunya en sesión de 14 de Junio de 2005 a favor de la **ATM** por este concepto, y que incluye la compensación financiera derivada del calendario de fraccionamiento del pago (2006-2015).
- Con fecha 5 de Septiembre de 2006 la **ATM** y Tramvia Metropolità, S.A. formalizaron un convenio por el cual la **ATM** abonará a la sociedad concesionaria del Tramvia Diagonal-Baix Llobregat un importe total de 13.505 miles de euros en concepto de modificaciones del contrato inicial. Este pago lo realizará la **ATM** de acuerdo con las anualidades de la subvención de capital finalista aprobada por el Gobierno de la Generalitat de Catalunya en sesión de 29 de Agosto de 2006 a favor de la **ATM** por este concepto, y que incluye la compensación financiera derivada del calendario de fraccionamiento del pago (2007-2015).
- Con fecha 5 de Septiembre de 2006 la **ATM** y Tramvia Metropolità del Besòs, S.A. formalizaron un convenio por el cual la **ATM** abonará a la sociedad concesionaria del Tramvia Sant Martí-Besòs un importe total de 29.041 miles de euros en concepto de modificaciones del contrato inicial. Este pago lo realizará la **ATM** de acuerdo con las anualidades de la subvención de capital finalista aprobada por el Gobierno de la Generalitat de Catalunya en sesión de 29 de Agosto de 2006 a favor de la **ATM** por este concepto, y que incluye la compensación financiera derivada del calendario de fraccionamiento del pago (2007-2021).





- Con fecha 26 de Junio de 2008 la ATM y Tramvia Metropolità, S.A. formalizaron un convenio por el cual la ATM abonará a la sociedad concesionaria del Tramvia Diagonal-Baix Llobregat un importe total de 8.336 miles de euros en concepto de cierre de las obras del contrato inicial. Este pago lo realizará la ATM de acuerdo con las anualidades de la subvención de capital finalista aprobada por el Gobierno de la Generalitat de Catalunya en sesión de 10 de Junio de 2008 a favor de la ATM por este concepto, y que incluye la compensación financiera derivada del calendario de fraccionamiento del pago (2009-2015).
- En fecha 19 de Marzo de 2009 se firmó el Texto Refundido del Contrato de Concesión del Tramvia Diagonal-Baix Llobregat entre la ATM y Tramvia Metropolità, S.A. El objetivo de la firma de este Texto Refundido es el siguiente:
 - Incluir en un único documento todos los acuerdos del Consejo de Administración de la ATM que se han tomado después de la firma del Contrato de Concesión.
 - Modificar el sistema de compensación de la tarifa técnica para bandas a través de la fijación de una nueva curva de demanda que reduzca las incertidumbres económicas futuras tanto por parte de la Administración como por parte del concesionario.
 - Incluir una inversión para la adquisición de 4 nuevos tranvías y los nuevos equipos de televigilancia sin ninguna compensación por parte de la Administración a la Operadora de Tramvia Metropolità, S.A.
- En fecha 28 de Diciembre de 2009 la ATM y Tramvia Metropolità del Besòs, S.A. formalizaron un convenio por el cual la ATM abonará a la sociedad concesionaria del Tramvia Sant Martí-Besòs un importe total de 32.496 miles de euros en concepto de incrementos de obra, revisión de previos, costes de incremento de plazos e intereses. Este pago lo realizará la ATM de acuerdo con las anualidades de la subvención de capital finalista aprobada por el Gobierno de la Generalitat de Catalunya en sesión de 22 de Diciembre de 2009 a favor de la ATM por este concepto, y que incluye la compensación financiera derivada del calendario de fraccionamiento del pago (2011-2021).





- En fecha 14 de Noviembre de 2012 se firmó el Texto Refundido del Contrato de Concesión del Sistema Sant Martí-Besòs.
 - A 31 de Diciembre de 2013 los procesos de expropiación en curso pendientes de resolución judicial relativos a los dos sistemas tranviarios suponen unas contingencias por un importe que se estima, en función de las últimas sentencias recibidas, alrededor de los 5 millones de euros.
- d) La **ATM** sigue el criterio de no reconocer ninguna deuda por financiación de las inversiones con los concesionarios, hasta que no llega la correspondiente financiación acordada en origen, para mantener el equilibrio presupuestario.

Los eventuales importes adicionales correspondientes serán a cargo de la financiación que por este concepto se reciba de la Generalitat de Catalunya.

Hay que mencionar que en el ejercicio 2011 la Generalitat de Catalunya adoptó diversos Acuerdos de Gobierno para el aplazamiento de los importes a pagar en este ejercicio relativos a los convenios de modificados de los tranvías que se mencionan anteriormente. En virtud de las adendas formalizadas de estos convenios un importe total de 15.475 miles de euros se ha diferido a las anualidades de ejercicios posteriores.

La **ATM** no tiene concertado a 31 de Diciembre de 2013 ningún compromiso por obra ejecutada de los tranvías a financiar con recursos propios.

- 13.2 - En sesiones de 12 de Diciembre de 2002 y de 3 de Diciembre de 2004 el Consejo de Administración de la **ATM** aprobó la adjudicación de diversos suministros de trenes para diferentes líneas del metro de Barcelona, por un valor total de los trenes de más de 650 millones de euros. Cabe citar que estos trenes no serán propiedad de la **ATM** sino que dispone de ellos mediante un contrato de "renting".







En este sentido el 8 de Agosto de 2003 se suscribió entre la **ATM**, CAF y una agrupación de entidades financieras un primer contrato marco para el arrendamiento de 39 trenes para las líneas 2, 3 y 5 del metro de Barcelona, posteriormente el 25 de Noviembre de 2003, se formalizó el contrato de suministro asociado. El 23 de Julio de 2004 se formalizó el contrato marco y de arrendamiento y el contrato de suministro con Alstom, el otro adjudicatario, para el suministro de 50 trenes para la futura línea 9 del metro de Barcelona. Tal y como se explica en la Nota 12.1 en el ejercicio 2006 se han formalizado sendos contratos de cesión de la explotación y operación de estos trenes a TMB.

Finalmente, el 18 de Abril de 2005 se formalizó un contrato con CAF para el suministro de 10 nuevos trenes de la línea 1 del metro de Barcelona de acuerdo con la adjudicación del Consejo de Administración de la **ATM** de 3 de Diciembre de 2004 mencionada, y en el ejercicio 2007 se firmó el correspondiente contrato de cesión de la explotación y operación de éstos trenes a TMB.

- 13.3 - Dada la actividad a que se dedica la **ATM**, la cual ha sido descrita en la Nota 1, ésta no tiene responsabilidades, gastos, activos, ni provisiones y contingencias de naturaleza medioambiental que puedan ser significativos en relación con el patrimonio, la situación financiera y los resultados de la **ATM**.

Por este motivo, no se incluyen desgloses en esta memoria de los estados y cuentas anuales sobre la información de cuestiones medioambientales.

- 13.4 - Otras contingencias



El Real Decreto-Ley 20/2012 de 13 de Julio de medidas para garantizar la estabilidad presupuestaria y de fomento de la competitividad, estableció para el año 2012 la supresión del importe equivalente a una paga extraordinaria para el personal del sector público. Como resultado de la aplicación efectuada por la **ATM** del mencionado Real Decreto-Ley 20/2012 los gastos por sueldos y salarios del ejercicio 2012 se vieron minorados en 92 miles de euros.








Adicionalmente de acuerdo con el mismo Real Decreto-Ley 20/2012 las cantidades derivadas de la supresión de la paga extraordinaria se destinarán en ejercicios futuros a realizar aportaciones a planes de pensiones o contratos de seguros colectivos que incluyan la cobertura de contingencias de jubilación con sujeción a la ley de estabilidad presupuestaria y sostenibilidad financiera y en los términos y alcance que se determine en las correspondientes leyes de presupuestos. En función de la opinión de la Intervención General de la Generalitat de Catalunya (nota informativa de 9 de Noviembre de 2012) y de la Intervención General de la Administración del Estado (Consulta del Instituto de Contabilidad y Auditoria de Cuentas de 13 de Noviembre de 2012), no se puede considerar probable, en la situación actual, que exista una obligación presente en relación a las eventuales aportaciones que contempla el Real Decreto-Ley 20/2012 y por tanto no se cumplen los supuestos para la dotación de una provisión para riesgos y gastos en relación a las citadas aportaciones de acuerdo con el marco contable de aplicación a la ATM.

13.5 - Valores recibidos en depósito

La ATM ha recibido avales en depósito por un importe total de 17.642 miles de euros.





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Nota 14 - CUADRO DE FINANCIACIÓN

Los recursos obtenidos durante los ejercicios 2013 y 2012, así como su aplicación, y el efecto que han producido estas operaciones sobre el capital circulante se reflejan en el cuadro siguiente:



FONDOS PERMANENTES					
APLICACIONES	2013	2012	ORÍGENES	2012	2011
Recursos aplicados en el ejercicio	5.646.571,82	7.363.059,51	Recursos generados en el ejercicio	-	-
Adquisiciones de inmovilizado:			Subvenciones de capital	-	-
Inmaterial	6.542,00	-	Créditos a largo plazo	-	-
Material y Infraestructura	411.340,27	328.418,03			
Créditos a largo plazo	-	-			
Aumento del capital circulante	-	-	Disminución del capital circulante	6.064.454,09	7.691.477,54
	6.064.454,09	7.691.477,54		6.064.454,09	7.691.477,54

VARIACIONES DEL CAPITAL CIRCULANTE				
	2013		2012	
	AUMENTOS	DISMINUCIONES	AUMENTOS	DISMINUCIONES
Deudores	-	84.844.435,54	19.938.742,26	-
Cuentas financieras	86.767.229,08	-	-	64.355.730,10
Deudas a corto plazo	-	6.905.596,70	24.340.294,15	-
Ajustes por periodificación	-	1.081.650,93	12.386.216,15	-
	86.767.229,08	92.831.683,17	56.665.252,56	64.355.730,10
Variación del capital circulante	6.064.454,09	-	7.690.477,54	-
	92.831.683,17	92.831.683,17	64.355.730,10	64.355.730,10

CONCILIACIÓN DEL RESULTADO DEL EJERCICIO CON LOS RECURSOS GENERADOS/(APLICADOS)		
	2013	2012
Resultado del ejercicio según Cuenta de Resultados	(-) 6.975.099,10	(-) 7.756.214,15
Dotaciones a la amortización	1.328.527,28	398.203,31
Subvenciones de capital aplicadas	-	(-) 5.048,67
RECURSOS GENERADOS/(APLICADOS) EN EL EJERCICIO	(-) 5.646.571,82	(-) 7.363.059,51

Barcelona, 20 de Marzo de 2014



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Budget for 2014

STATEMENT OF EXPENSES

ART.	NAME	AMOUNT 2014 (€)
Chapter 1		
Staff costs		
13	Employees	1,368,154.92
16	Insurance and Social Security contributions	302,000.00
	Total chapter 1	1,670,154.92
Chapter 2		
Current expenses for goods and services		
20	Rent and royalties	76,104,000.00
21	Repairs and maintenance	946,458.83
22	Material, supplies and others	471,651,654.38
23	Severance indemnities	100,000.00
24	Publication expenses	100,000.00
	Total chapter 2	548,902,113.21
Chapter 3		
Financial expenses		
34	Guarantees, deposits and others	5,000.00
	Total chapter 3	5,000.00
Chapter 4		
Current transfers		
40	Current transfers	5,160,989.28
44	To public companies and other public bodies of the Catalan Government	41,015,204.98
46	To local bodies and corporations	370,975,635.61
47	To private companies	72,508,705.33
48	To not-for-profit institutions	15,000.00
49	Exterior transfers	10,000.00
	Total chapter 4	489,685,535.19
Chapter 6		
Investments in assets		
62	Investment in machinery, plant and tools	30,000.00
64	Investments in furniture and fittings	30,000.00
65	Investments in data-processing and telecommunications equipment	1,160,720.47
	Total chapter 6	1,220,720.47
Chapter 7		
Capital transfers		
77	To private companies	47,599,138.89
	Total chapter 7	47,599,138.89
	Total statement of expenses	1,089,082,662.69

STATEMENT OF INCOME

ART.	NAME	AMOUNT 2014 (€)
Chapter 3		
Charges, goods and other income		
31	Services rendered	76,177,000.00
39	Other income	475,260,276.46
	Total chapter 3	551,437,276.46
Chapter 4		
Current transfers		
40	From state public sectors	94,918,740.00
41	From the Administration of the Catalan Government	230,130,974.00
46	From local bodies and corporations	164,053,041.15
	Total chapter 4	489,102,755.15
Chapter 5		
Investment income		
52	Interest on deposits	30,000.00
	Total chapter 5	30,000.00
Chapter 7		
Capital transfers		
71	From autonomous communities	48,512,631.08
	Total chapter 7	48,512,631.08
	Total statement of income	1,089,082,662.69

Credits

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